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1984—

~~The bicycle manufacturing industry~~

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Canadian Transport
Commission

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des transports

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de la recherche

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économique
et sociale

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Canada

Transportation Intelligence Report





I. ECONOMY

1. Price Indices

| | 1982 | 1983 | | % Change Dec.'83 from | |
|-----------------------|-------|-------|-------|--------------------------|---------|
| | Dec. | Nov. | Dec. | Dec.'82 | Nov.'83 |
| (1981=100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 114.3 | 119.2 | 119.6 | 4.6 | -- |
| Public Transport | 126.1 | 125.4 | 129.7 | 2.8 | 3.4 |
| Gasoline | 126.4 | 130.6 | 134.5 | 6.4 | 2.9 |

| | 1982 | 1983 | | % Change II Qtr.'83 from | |
|---------------------|--------|-------|---------|-----------------------------|----------|
| | II Qtr | I Qtr | II Qtr. | II Qtr'82 | I Qtr'83 |
| (1971=100) | | | | | |
| Travel Price Index: | 295.7 | 307.8 | 310.2 | 4.9 | 0.8 |

| | 1982 | 1983 | | % Change Nov.'83 from | |
|---|-------|-------|-------|--------------------------|---------|
| | Nov. | Oct. | Nov. | Nov.'82 | Oct.'83 |
| (1971=100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 292.3 | 301.4 | 301.5 | 3.5 | -- |

2. Employment

| | 1982 | 1983 | |
|------------------------|--------|--------|--------|
| | Dec. | Nov. | Dec. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.8 | 11.1 | 11.1 |
| Unadjusted | 12.7 | 10.7 | 11.1 |
| No. Employed (000) * | 10,249 | 10,714 | 10,627 |
| No. Unemployed (000) * | 1,494 | 1,281 | 1,321 |

* Unadjusted

3. Gross Domestic Product (G.D.P.) Index

| | 1982 | 1983 | | % Change Oct.'83 from | |
|---------------------|-------|-------|-------|--------------------------|----------|
| | Oct. | Sept. | Oct. | Oct.'82 | Sept.'83 |
| (1971=100) | | | | | |
| Total * | 136.2 | 144.0 | 144.5 | 6.1 | 0.3 |
| Goods Producing * | 115.4 | 129.1 | 128.8 | 11.6 | -- |
| Service Producing * | 150.3 | 154.2 | 155.3 | 3.3 | 0.7 |
| Transportation * | 128.4 | 140.4 | 142.5 | 11.0 | 1.5 |

* Seasonally Adjusted

4. Exchange Rate: Canadian Dollar in U.S. Cents

(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Jan. 5 | Jan. 12 | Jan. 19 | Jan. 4 | Jan. 11 | Jan. 16 |
| 81.24 | 81.59 | 81.77 | 80.16 | 79.94 | 80.16 |

5. Bank Of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Jan. 6 | Jan. 13 | Jan. 20 | Jan. 5 | Jan. 12 | Jan. 19 |
| 9.74 | 9.74 | 9.81 | 9.97 | 9.99 | 9.98 |

6. Gross National Product (G.N.P.)

| | II Quarter 1983 | III Quarter 1983 | % |
|---|--------------------|---------------------|-----|
| G.N.P. (Billions of Current Dollars) | 384.4 | 396.7 | 3.2 |
| G.N.P. (Billions of 1971 Constant Dollars) | 133.1 | 135.8 | 2.0 |
| G.N.E. Implicit Price Index (1971=100) | 288.8 | 292.0 | 1.1 |

In the third quarter of 1983, the Gross National Product, seasonally adjusted at annual rates, increased 3.2% in current dollars. In real terms GNP rose 2.0%. The price level as measured by the GNE, rose 1.1%.

The major source of growth in economic activity this quarter, was a \$2.9 billion swing in the volume of physical change in inventories to an accumulation ending the large 15% reduction in the volume of stocks which began in the fourth quarter of 1981. Accumulations of automobiles, primary metals and wood products and a reversal of unusually large decumulations of petroleum in the second quarter accounted for most of the upswing.

II. TRANSPORTATION

1. Water

Water Born Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | July | | | Year to Date | | |
|------------|--------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 658 | 1,169 | 22 | 6,308 | 6,914 | 10 |
| Saint John | 483 | 460 | -5 | 5,335 | 4,053 | -24 |
| Quebec | 2,014 | 1,745 | -13 | 9,145 | 8,433 | -8 |
| Montreal | 2,083 | 2,102 | 1 | 10,230 | 11,455 | 12 |
| Vancouver | 4,553 | 4,418 | -3 | 30,421 | 28,512 | -6 |
| | 10,090 | 9,895 | -2 | 61,440 | 59,368 | -3 |

St. Lawrence Seaway Tonnage *

(in thousands of tonnes)

| | November | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,685 | 1,283 | -24 | 13,025 | 14,636 | 12 |
| Iron Ore | 587 | 1,324 | 125 | 7,224 | 9,614 | 33 |
| Other Bulk | 815 | 799 | -2 | 4,757 | 4,859 | 2 |
| Sub-total | 3,087 | 3,406 | 10 | 25,006 | 29,109 | 16 |
| General | 729 | 1,002 | 4 | 3,370 | 3,548 | 5 |
| Other | 2,029 | 1,813 | -11 | 11,701 | 9,029 | -23 |
| Grand Total | 5,845 | 6,221 | 6 | 40,077 | 41,686 | 4 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,590 | 1,214 | -24 | 12,973 | 14,458 | 11 |
| Iron Ore | 603 | 1,200 | 99 | 6,688 | 8,473 | 27 |
| Coal | 699 | 671 | -4 | 6,858 | 4,874 | -29 |
| Other Bulk | 857 | 894 | 4 | 5,497 | 5,703 | 4 |
| Sub-total | 3,749 | 3,979 | 13 | 32,016 | 33,508 | 5 |
| General | 642 | 916 | 43 | 2,253 | 3,192 | 42 |
| Other | 2,110 | 1,714 | -19 | 11,168 | 9,110 | -18 |
| Grand Total | 6,501 | 6,609 | 2 | 45,437 | 45,810 | 1 |

* St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | November | | | Year to Date | | |
|-----------------------|----------|------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 310 | 268 | -13 | 2,223 | 2,215 | -4 |
| Ocean | 250 | 246 | -2 | 1,558 | 1,306 | -16 |
| | 560 | 514 | -8 | 3,781 | 3,431 | -9 |
| Welland Canal | | | | | | |
| Inland | 429 | 350 | -18 | 3,259 | 2,973 | -9 |
| Ocean | 242 | 214 | -11 | 1,302 | 1,133 | -13 |
| | 671 | 564 | -16 | 4,561 | 4,106 | -10 |

2. Rail

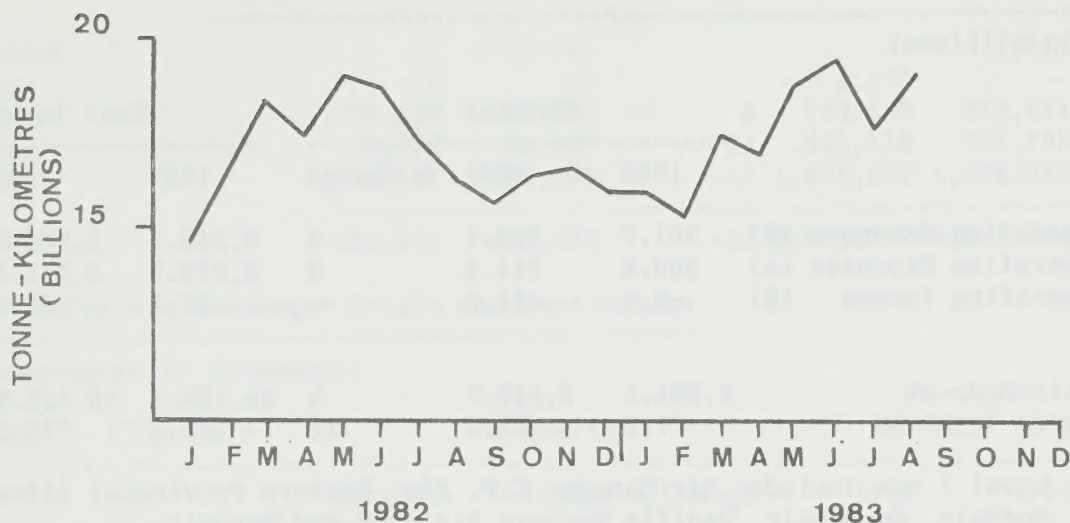
Operating Statistics *

(in millions)

| | Aug. | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 467.3 | 556.1 | 19 | 3,988.8 | 4,440.0 | 11 |
| Operating Expenses (\$) | 442.6 | 532.3 | 20 | 3,862.7 | 4,159.0 | 8 |
| Operating Income (\$) | 24.7 | 23.8 | -4 | 126.1 | 281.1 | 123 |
| Tonne-km, Freight | 16,319.8 | 19,341.1 | 18 | 138,712.7 | 141,586.5 | 12 |
| Passenger-km, Intercity | 274.2 | 270.2 | -1 | 1,541.8 | 1,529.7 | -1 |
| Total | 277.3 | 270.8 | -2 | 1,588.6 | 1,534.4 | -3 |
| Freight Train-km | 7.1 | 8.0 | 13 | 62.2 | 60.7 | -2 |
| Freight Car-km | 539.2 | 619.8 | 15 | 4,549.9 | 4,647.0 | 2 |
| Passenger Car-km | 14.0 | 13.2 | -6 | 95.8 | 86.0 | -10 |

* The above Table comprises data pertaining to the seven largest railways operating in Canada.

RAIL OPERATING STATISTICS
FREIGHT TONNE - KILOMETRES 1982-83



Carloadings

(in thousands of tonnes)

| | October | | | Year to Date | | |
|--------------------------------|---------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 15,901 | 19,398 | 22 | 162,953 | 163,271 | -- |
| Non-Carload Traffic | 40 | 36 | -10 | 358 | 347 | -3 |
| Piggyback Traffic | 775 | 918 | 18 | 7,294 | 7,797 | 7 |
| Receipts from U.S. Connections | 1,009 | 1,237 | 23 | 10,495 | 11,011 | 5 |
| Total Traffic Carried | 17,725 | 21,589 | 22 | 181,100 | 182,427 | 1 |

Major Commodity Changes:

| | | | | | | |
|----------------------------|-------|-------|----|--------|--------|-----|
| Wheat | 2,037 | 2,098 | 3 | 20,302 | 21,222 | 4 |
| Iron Ore & Conc. | 3,574 | 3,867 | 8 | 31,803 | 25,889 | 19 |
| Coal | 1,885 | 2,563 | 36 | 20,614 | 20,634 | -- |
| Lumber | 555 | 750 | 35 | 5,140 | 7,039 | 37 |
| Copper-nickel Ores & Conc. | 8 | 306 | -- | 2,214 | 1,831 | -14 |
| Grain (other than Wheat) | 850 | 1,255 | 48 | 8,689 | 9,310 | 7 |
| Gypsum, crude | 437 | 495 | 13 | 3,127 | 4,266 | 36 |
| Potash | 506 | 925 | 83 | 6,332 | 7,360 | 16 |

3. Air

Major Canadian Air Transport Carriers - Level I * Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | October | | | Year to Date | | |
|-------------------------|---------|---------|----------|--------------|----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 301.7 | 312.7 | 4 | 3,346.7 | 3,266.8 | -2 |
| Operating Expenses (\$) | 308.4 | 314.2 | 2 | 3,332.2 | 3,227.8 | -3 |
| Operating Income (\$) | -6.6 | -14.5 | -- | 14.1 | 39.0 | 169 |
| Passenger-km | 2,991.3 | 3,142.7 | 5 | 38,123.1 | 35,822.6 | -6 |
| Goods Tonne-km | 77.9 | 91.8 | 18 | 712.3 | 789.9 | 11 |

* Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS PASSENGER-KILOMETRES 1982-83



International Charter Passengers In and Out of Canada

| | IV Quarter | | | Year to Date | | |
|--------|------------|---------|----------|--------------|-----------|----------|
| | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| Africa | -- | -- | | -- | 1,111 | |
| Asia | -- | -- | | 2,270 | -- | |
| Europe | 79,338 | 85,460 | 8 | 764,809 | 870,881 | 14 |
| South | 76,472 | 84,827 | 11 | 361,110 | 385,705 | 7 |
| U.S.A. | 396,744 | 313,305 | -21 | 1,483,587 | 1,608,922 | 8 |
| Total | 552,554 | 483,592 | -12 | 2,611,776 | 2,871,774 | 10 |

Scheduled Air Passenger Origin and Destination

(passengers in thousands)

| Rank | City Pair | I Quarter | | | Year to Date | | |
|-------------|-----------------------|-----------|-------|----------|--------------|-------|----------|
| | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| Domestic | | | | | | | |
| 1. | Montreal -Toronto | 292.3 | 276.9 | -5 | 292.3 | 276.9 | -5 |
| 2. | Ottawa -Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary -Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto -Vancouver | 102.4 | 99.6 | -3 | 102.4 | 99.6 | -3 |
| 5. | Calgary -Vancouver | 102.1 | 99.0 | -3 | 102.1 | 99.0 | -3 |
| Transborder | | | | | | | |
| 1. | Toronto -New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal -New York | 72.0 | 69.7 | -3 | 72.0 | 69.7 | -3 |
| 3. | Toronto -Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto -Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver-Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | Annual | | |
|----------------------------|--------|--------|----------|
| | 1981 | 1982 | % Change |
| 1. Toronto International | 13,423 | 12,240 | -9 |
| 2. Vancouver International | 6,816 | 5,859 | -14 |
| 3. Montreal International | 6,277 | 5,433 | -13 |
| 4. Calgary International | 4,254 | 3,797 | -11 |
| 5. Edmonton International | 2,312 | 2,033 | -12 |
| 6. Winnipeg International | 2,353 | 2,032 | -14 |
| 7. Ottawa International | 1,877 | 1,804 | -4 |
| 8. Halifax International | 1,531 | 1,610 | -5 |
| 9. Mirabel International | 1,100 | 1,070 | -3 |
| 10. Edmonton International | 947 | 789 | -17 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | November | | | Year to Date | | |
|---------------------------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 16,243 | 16,876 | 4 | 203,027 | 212,144 | 4 |
| Urban-Suburban & Other Services | 4,080 | 4,303 | 5 | 57,155 | 59,513 | 4 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,454 | 2,418 | -1 | 28,928 | 28,292 | -2 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,703 | 15,286 | -3 | 183,141 | 182,563 | -- |
| Urban-Suburban & Other Services | 2,712 | 2,783 | 3 | 41,036 | 39,785 | -3 |

* Figures not available.

Urban Transit

(in millions)

| | November | | | Year to Date | | |
|---|----------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 94.8 | 97.1 | 2 | 957.7 | 975.0 | 2 |
| Trolly, Coach, Street-car, Subway, etc. | 23.7 | 24.3 | 3 | 258.4 | 264.3 | 2 |
| Other Services such as charter school bus and tours | * | * | | * | * | |
| Total | 118.5 | 121.4 | 2 | 1,216.1 | 1,239.3 | 2 |

Total Distance Run:

| | | | | | | |
|---|------|------|-----|-------|-------|------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 43.4 | 43.9 | 1 | 471.3 | 480.5 | 2 |
| Trolly, Coach, Street-car, Subway, etc. | 13.8 | 13.7 | -1 | 155.0 | 154.4 | -0.4 |
| Other Services such as charter school bus and tours | 0.6 | 0.5 | -5 | 7.6 | 6.5 | -14 |
| Total | 57.9 | 58.2 | 0.5 | 633.8 | 641.5 | 1 |

* Figures not Available.

Traffic Fatalities

| | III Quarter | | | Year to Date | | | Annual |
|--------|-------------|-------|----------|--------------|-------|----------|--------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change | 1982 |
| Canada | 1,324 | 1,363 | 3 | 2,997 | 3,151 | 5 | 4,224 |

Average Fuel Consumption Rate of Personal Use Cars Operated During IV Quarter, 1980 *

| | 1980 Models Only | | | Modes of All Years | | |
|--------|------------------|----------|------------|--------------------|----------|------------|
| | litres/100km | km/litre | miles/gall | litres/100km | km/litre | miles/gall |
| Canada | 13.2 | 7.5 | 21.3 | 16.8 | 5.9 | 16.8 |

* Note: For this quarter, 1981 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | October | | | Year to Date | | |
|---------------------|---------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Passenger Cars | 53.8 | 78.2 | 45 | 604.1 | 708.8 | 17 |
| Commercial Vehicles | 15.6 | 21.9 | 40 | 177.9 | 197.4 | 11 |
| Total | 69.5 | 100.1 | 44 | 781.9 | 906.2 | 16 |

III. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada.

(in thousands)

| | October | | | Year to Date | | |
|--------------------------|---------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Non Resident Travellers: | | | | | | |
| United States | 2,373 | 2,316 | -2 | 28,974 | 29,173 | 1 |
| All Other Countries | 126 | 117 | -7 | 1,826 | 1,612 | -12 |
| Total | 2,499 | 2,433 | -3 | 30,800 | 30,785 | -- |
| Residents of Canada: | | | | | | |
| United States | 2,737 | 3,195 | 17 | 28,728 | 33,763 | 17 |
| All Other Countries | 108 | 142 | 31 | 1,331 | 1,539 | 16 |
| Total | 2,845 | 3,337 | 17 | 30,059 | 35,302 | 17 |
| Grand Total | 5,345 | 5,770 | 8 | 60,859 | 66,087 | 9 |

* Excludes immigrant, former residents, military personnel, diplomats and crews.

IV. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | September | | | Year to Date | | |
|--------------------------|-----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Motor Gasoline | 2,909 | 2,921 | 0.4 | 25,931 | 24,846 | -4 |
| Diesel Fuel Oil | 1,276 | 1,354 | 6 | 10,221 | 10,217 | -- |
| All Other Products | 2,476 | 2,343 | -5 | 27,469 | 22,585 | -18 |
| Total Petroleum Products | 6,661 | 6,617 | -1 | 63,621 | 57,648 | -9 |

Disposition of Energy

15
(in petajoules: 1 petajoule = 10¹⁵ joules)

| | I Quarter | | | Year to Date | | |
|---|-----------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| (i) Refined Petroleum Products Only | | | | | | |
| Industrial | 124.0 | 91.3 | -26 | 124.0 | 91.3 | -26 |
| Rail | 21.1 | 19.2 | -9 | 21.1 | 19.2 | -9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | 273.4 | 248.8 | -9 | 273.4 | 248.8 | -9 |
| Residential & Agriculture | 176.5 | 132.2 | -25 | 176.5 | 132.2 | -25 |
| Commercial, Other Institutional & Pipelines | 101.7 | 89.8 | -12 | 101.7 | 89.8 | -12 |
| Energy Use-Final Demand* | 742.3 | 618.4 | -17 | 742.3 | 618.4 | -17 |
| Producer Consumption | 64.8 | 55.6 | -14 | 64.8 | 55.6 | -14 |
| Non-Energy Use | 53.9 | 55.0 | 2 | 53.9 | 55.0 | 2 |
| Net Supply | 872.7 | 740.4 | -15 | 872.7 | 740.4 | -15 |

* 1982 Final Demand to Date = .000025 Petajoules per Capita.

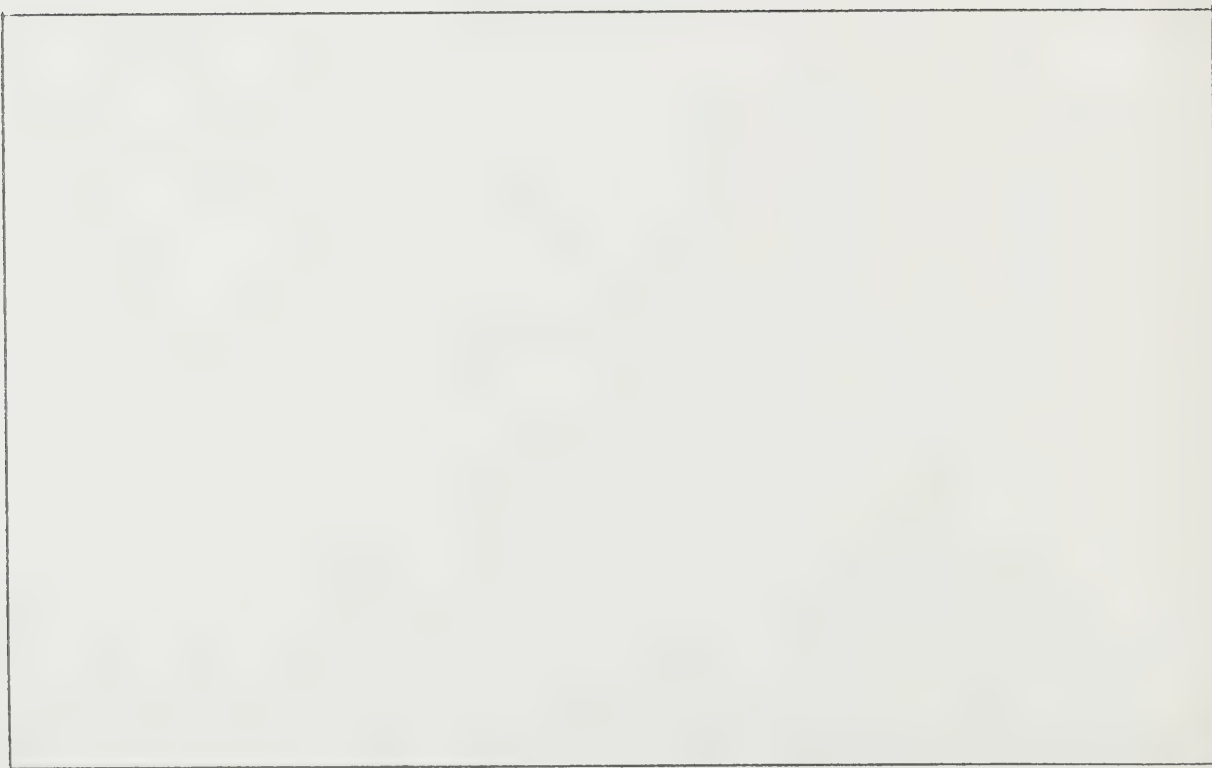
(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 522.7 | 444.0 | -15 | 522.7 | 444.0 | -15 |
| Rail | 21.2 | 19.2 | -9 | 21.2 | 19.2 | -9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | 274.8 | 250.6 | -9 | 274.8 | 250.6 | -9 |
| Residential & Agriculture | 532.2 | 440.9 | -17 | 532.2 | 440.9 | -17 |
| Commercial, Other Institutional & Pipelines | 396.4 | 338.4 | -15 | 396.4 | 338.4 | -15 |
| Energy Use- Final Demand ** | 1,792.7 | 1,530.1 | -15 | 1,792.7 | 1,530.1 | -15 |
| Producer Consumption | 94.0 | 89.0 | -5 | 94.0 | 89.0 | -5 |
| Non-Energy Use | 92.9 | 97.4 | 5 | 92.9 | 97.4 | 5 |
| Net Supply | 1,981.8 | 1,713.9 | -13 | 1,981.8 | 1,713.9 | -13 |

** 1982 Final Demand to Date = .000062 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

Information Services: Statistics Canada, Bank of Canada, St. Lawrence
Seaway Authority, Ports Canada.



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Canada

Transportation Intelligence Report

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I. ECONOMY

1. Price Indices

| | 1983 | | 1984 | % Change Jan. '84 from | |
|-----------------------|-------|-------|-------|---------------------------|----------|
| (1981=100) | Jan. | Dec. | Jan. | Jan. '83 | Dec. '83 |
| Consumer Price Index: | | | | | |
| All items | 114.1 | 119.6 | 120.2 | 5.3 | 0.5 |
| Public Transport | 125.6 | 129.7 | 132.7 | 5.7 | 2.3 |
| Gasoline | 122.6 | 134.5 | 139.0 | 13.4 | 3.3 |

| | 1982 | 1983 | | % Change II Qtr. '83 from | |
|---------------------|--------|-------|---------|------------------------------|-----------|
| (1971=100) | II Qtr | I Qtr | II Qtr. | II Qtr '82 | I Qtr '83 |
| Travel Price Index: | 295.7 | 307.8 | 310.2 | 4.9 | 0.8 |

| | 1982 | 1983 | | % Change Dec. '83 from | |
|---|-------|-------|-------|---------------------------|----------|
| (1971=100) | Dec. | Nov. | Dec. | Dec. '82 | Nov. '83 |
| Industry Selling Price Index (Manufacturing) | 292.3 | 301.6 | 302.7 | 3.6 | 0.4 |

2. Employment

| | 1983 | | 1984 |
|-----------------------|--------|--------|--------|
| | Jan. | Dec. | Jan. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.4 | 11.1 | 11.2 |
| Unadjusted | 13.7 | 11.1 | 12.4 |
| No. Employed (000) * | 10,133 | 10,627 | 10,443 |
| No. Unemployed (000)* | 1,611 | 1,321 | 1,473 |

* Unadjusted

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| | 1982 | 1983 | | % Change Nov. '83 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| (1971=100) | Nov. | Oct. | Nov. | Nov. '82 | Oct. '83 |
| Total | 136.4 | 144.4 | 144.1 | 5.6 | -- |
| Goods Producing | 115.7 | 128.9 | 128.8 | 11.3 | -- |
| Service Producing | 150.5 | 155.0 | 154.5 | 2.7 | 0.3 |
| Transportation | 128.4 | 142.6 | 145.2 | 13.0 | 1.8 |

4. Exchange Rate: Canadian Dollar in U.S. Cents

(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|---------|---------|--------|---------|---------|--------|
| Jan. 19 | Jan. 26 | Feb. 2 | Jan. 18 | Jan. 25 | Feb. 1 |
| 81.77 | 81.19 | 80.89 | 80.16 | 80.20 | 80.14 |

5. Bank Of Canada Rate

| 1983 | | | 1984 | | |
|---------|---------|--------|---------|---------|--------|
| Jan. 20 | Jan. 27 | Feb. 3 | Jan. 19 | Jan. 26 | Feb. 2 |
| 9.81 | 9.83 | 9.91 | 9.98 | 9.98 | 9.98 |

6. Gross National Product (G.N.P.)

| | II Quarter 1983 | III Quarter 1983 | % |
|---|--------------------|---------------------|-----|
| G.N.P. (Billions of Current Dollars) | 384.4 | 396.7 | 3.2 |
| G.N.P. (Billions of 1971 Constant Dollars) | 133.1 | 135.8 | 2.0 |
| G.N.E. Implicit Price Index (1971=100) | 288.8 | 292.0 | 1.1 |

In the third quarter of 1983, the Gross National Product, seasonally adjusted at annual rates, increased 3.2% in current dollars. In real terms GNP rose 2.0%. The price level as measured by the GNE, rose 1.1%.

The major source of growth in economic activity this quarter, was a \$2.9 billion swing in the volume of physical change in inventories to an accumulation ending the large 15% reduction in the volume of stocks which began in the fourth quarter of 1981. Accumulations of automobiles, primary metals and wood products and a reversal of unusually large decumulations of petroleum in the second quarter accounted for most of the upswing.

II. TRANSPORTATION

1. Water

Water Born Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | July | | | Year to Date | | |
|------------|--------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 658 | 1,169 | 22 | 6,308 | 6,914 | 10 |
| Saint John | 483 | 460 | -5 | 5,335 | 4,053 | -24 |
| Quebec | 2,014 | 1,745 | -13 | 9,145 | 8,433 | -8 |
| Montreal | 2,083 | 2,102 | 1 | 10,230 | 11,455 | 12 |
| Vancouver | 4,553 | 4,418 | -3 | 30,421 | 28,512 | -6 |
| | 10,090 | 9,895 | -2 | 61,440 | 59,368 | -3 |

St. Lawrence Seaway Tonnage *

(in thousands of tonnes)

| | December | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 856 | 973 | 14 | 13,881 | 15,609 | 12 |
| Iron Ore | 206 | 666 | 223 | 7,430 | 10,280 | 38 |
| Other Bulk | 290 | 361 | 24 | 5,047 | 5,220 | 3 |
| Sub-total | 1,352 | 2,000 | 48 | 26,358 | 31,109 | 18 |
| General | 184 | 91 | -50 | 3,554 | 3,639 | 2 |
| Other | 1,202 | 1,284 | 7 | 12,903 | 10,313 | -20 |
| Grand Total | 2,738 | 3,375 | 23 | 42,815 | 45,061 | 5 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,282 | 1,023 | -20 | 14,255 | 15,481 | 9 |
| Iron Ore | 328 | 756 | 130 | 7,016 | 9,229 | 31 |
| Coal | 283 | 621 | 119 | 7,141 | 5,495 | -23 |
| Other Bulk | 398 | 449 | 13 | 5,895 | 6,152 | 4 |
| Sub-total | 2,291 | 2,849 | 24 | 34,307 | 36,357 | 6 |
| General | 101 | 90 | -11 | 2,354 | 3,282 | 39 |
| Other | 1,195 | 1,396 | -17 | 12,363 | 10,506 | -15 |
| Grand Total | 3,587 | 4,335 | 21 | 49,024 | 50,145 | 2 |

* St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | December | | | Year to Date | | |
|-----------------------|----------|------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 166 | 131 | -21 | 2,389 | 2,256 | -6 |
| Ocean | 121 | 124 | 2 | 1,679 | 1,430 | -15 |
| | 287 | 255 | -11 | 4,068 | 3,686 | -9 |
| Welland Canal | | | | | | |
| Inland | 240 | 242 | 1 | 3,499 | 3,215 | -8 |
| Ocean | 82 | 108 | 32 | 1,384 | 1,241 | -10 |
| | 322 | 350 | 9 | 4,883 | 4,456 | -9 |

2. Rail

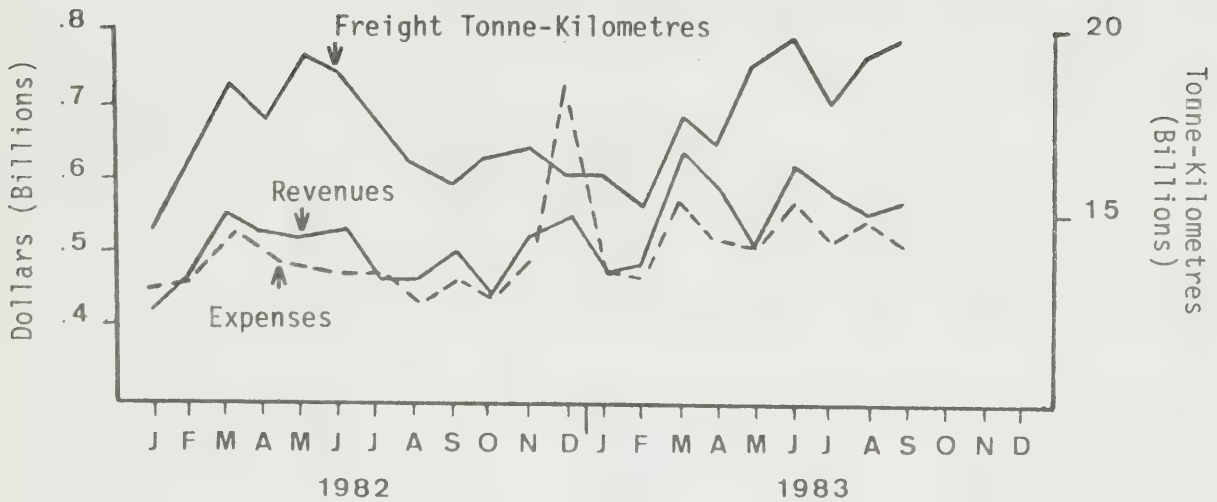
Operating Statistics *

(in millions)

| | September | | | Year to Date | | |
|-------------------------|-----------|----------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 502.6 | 569.2 | 13 | 4,491.5 | 5,009.3 | 11 |
| Operating Expenses (\$) | 468.8 | 511.0 | 10 | 4,325.4 | 4,670.4 | 8 |
| Operating Income (\$) | 39.9 | 58.3 | 46 | 166.0 | 338.9 | 104 |
| Tonne-km, | | | | | | |
| Freight | 15,822.8 | 19,836.7 | 25 | 154,535.6 | 161,423.3 | 4 |
| Passenger-km, | | | | | | |
| Intercity | 183.4 | 179.3 | -2 | 1,725.2 | 1,709.1 | -1 |
| Total | 186.5 | 179.9 | -3 | 1,775.2 | 1,714.4 | -3 |
| Passengers, | | | | | | |
| Intercity | 0.517 | 0.491 | -5 | 5.245 | 4.718 | -10 |
| Total | 0.639 | 0.515 | -19 | 7.580 | 4.931 | -35 |
| Freight Train-km | 6.8 | 8.1 | 19 | 69.0 | 68.8 | -0.3 |
| Freight Car-km | 527.6 | 633.4 | 20 | 5,077.6 | 5,280.4 | 4 |
| Passenger Car-km | 11.8 | 11.0 | -7 | 107.6 | 97.0 | -10 |

* The above Table comprises data pertaining to the seven largest railways operating in Canada.

RAIL OPERATING STATISTICS



Carloadings

(in thousands of tonnes)

| | November | | | Year to Date | | |
|--------------------------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 14,589 | 18,112 | 24 | 177,542 | 181,201 | 2 |
| Non-Carload Traffic | 37 | 29 | -21 | 395 | 376 | -4 |
| Piggyback Traffic | 735 | 868 | 18 | 8,029 | 8,848 | 10 |
| Receipts from U.S. Connections | 916 | 1,133 | 24 | 11,411 | 12,145 | 6 |
| ===== | | | | | | |
| Total Traffic Carried | 16,277 | 20,143 | 24 | 197,377 | 202,569 | 3 |

Major Commodity Changes:

| | | | | | | |
|----------------------------|-------|-------|----|--------|--------|-----|
| Wheat | 1,827 | 2,130 | 17 | 22,129 | 23,352 | 5 |
| Iron Ore & Conc. | 2,003 | 2,396 | 19 | 33,807 | 28,284 | -16 |
| Coal | 1,901 | 2,798 | 47 | 22,515 | 23,431 | 4 |
| Lumber | 583 | 670 | 15 | 5,723 | 7,709 | 35 |
| Copper-nickel Ores & Conc. | 20 | 313 | -- | 2,143 | 2,145 | -- |
| Gypsum, crude | 477 | 502 | 5 | 3,604 | 4,768 | 32 |
| Potash | 652 | 861 | 32 | 6,984 | 8,221 | 18 |

3. Air

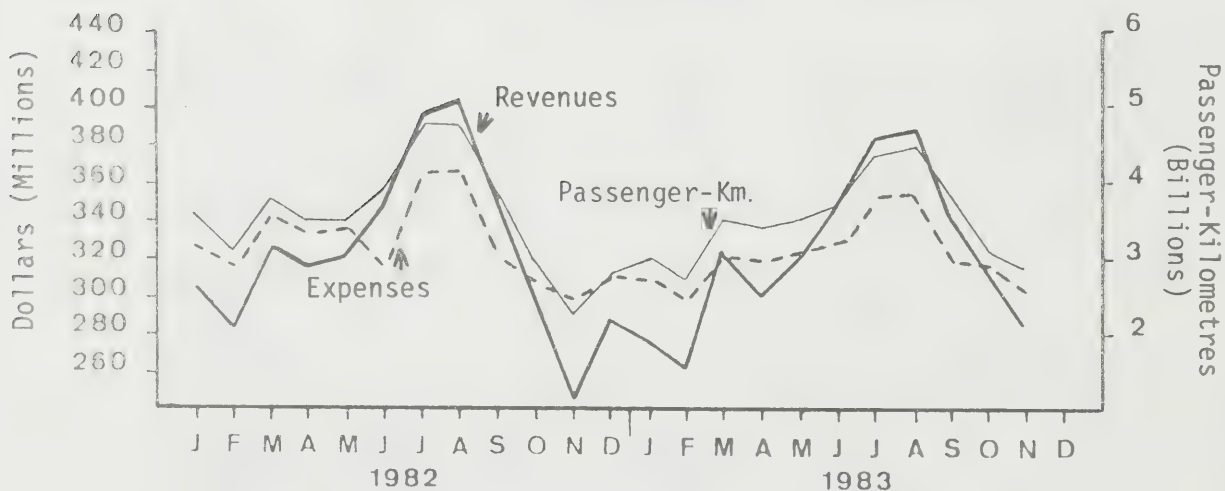
Major Canadian Air Transport Carriers - Level I * Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | November | | | Year to Date | | |
|-------------------------|----------|---------|----------|--------------|----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 252.7 | 285.1 | 12 | 3,599.4 | 3,552.0 | -1 |
| Operating Expenses (\$) | 298.7 | 302.2 | 1 | 3,630.8 | 3530.1 | -3 |
| Operating Income (\$) | -45.9 | -17.1 | -- | -31.4 | 21.9 | -- |
| Enplaned Passengers | 1.37 | 1.66 | 21 | 21.15 | 19.38 | -8 |
| Passenger-km | 2,275.5 | 2,914.6 | 28 | 40,398.6 | 38,737.3 | -4 |
| Goods Tonne-km | 79.9 | 94.6 | 18 | 793.0 | 884.5 | 11 |

* Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Charter Passengers In and Out of Canada

| | IV Quarter | | | Year to Date | | |
|--------|------------|---------|----------|--------------|-----------|----------|
| | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| Africa | -- | -- | | -- | 1,111 | |
| Asia | -- | -- | | 2,270 | -- | |
| Europe | 79,338 | 85,460 | 8 | 764,809 | 870,881 | 14 |
| South | 76,472 | 84,827 | 11 | 361,110 | 385,705 | 7 |
| U.S.A. | 396,744 | 313,305 | -21 | 1,483,587 | 1,608,922 | 8 |
| Total | 552,554 | 483,592 | -12 | 2,611,776 | 2,871,774 | 10 |

Scheduled Air Passenger Origin and Destination

(passengers in thousands)

| Rank | City Pair | I Quarter | | | Year to Date | | |
|-------------|-----------------------|-----------|-------|----------|--------------|-------|----------|
| | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| Domestic | | | | | | | |
| 1. | Montreal -Toronto | 292.3 | 276.9 | -5 | 292.3 | 276.9 | -5 |
| 2. | Ottawa -Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary -Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto -Vancouver | 102.4 | 99.6 | -3 | 102.4 | 99.6 | -3 |
| 5. | Calgary -Vancouver | 102.1 | 99.0 | -3 | 102.1 | 99.0 | -3 |
| Transborder | | | | | | | |
| 1. | Toronto -New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal -New York | 72.0 | 69.7 | -3 | 72.0 | 69.7 | -3 |
| 3. | Toronto -Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto -Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver-Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | I Quarter | | |
|----------------------------|-----------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 2,956 | 2,568 | -13 |
| 2. Montreal International | 1,384 | 1,192 | -14 |
| 3. Vancouver International | 1,372 | 1,183 | -14 |
| 4. Calgary International | 960 | 744 | -22 |
| 5. Ottawa International | 448 | 421 | -6 |
| 6. Winnipeg International | 502 | 419 | -17 |
| 7. Edmonton International | 495 | 385 | -22 |
| 8. Halifax International | 330 | 258 | -22 |
| 9. Mirabel International | 237 | 238 | -- |
| 10. Edmonton Municipal | 237 | 190 | -20 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | December | | | Year to Date | | |
|---------------------------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 23,152 | 23,888 | 3 | 226,179 | 236,031 | 4 |
| Urban-Suburban & Other Services | 3,592 | 3,527 | -2 | 60,746 | 63,041 | 4 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,977 | 2,922 | -2 | 31,905 | 31,214 | -2 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 19,995 | 19,590 | -2 | 203,136 | 202,153 | -0.5 |
| Urban-Suburban & Other Services | 2,305 | 2,201 | -4 | 43,341 | 41,987 | -3 |

* Figures not available.

Urban Transit

(in millions)

| | December | | | Year to Date | | |
|---|----------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 96.5 | 96.9 | 0.4 | 1,054.2 | 1,071.9 | 2 |
| Trolley Coach, Street-car, Subway, etc. | 26.0 | 26.9 | 4 | 284.4 | 291.2 | 2 |
| Other Services ** | | | | | | |
| | * | * | | * | * | |
| Total | 122.5 | 123.8 | 1 | 1,338.5 | 1,363.1 | 2 |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 47.8 | 47.0 | -2 | 519.1 | 527.6 | 2 |
| Trolley Coach, Street-car, Subway, etc. | 15.5 | 15.4 | -1 | 170.5 | 169.8 | -0.4 |
| Other Services ** | | | | | | |
| | 0.5 | 0.4 | -4 | 8.1 | 7.0 | -13 |
| Total | 63.9 | 62.9 | 1 | 697.7 | 704.3 | 1 |

* Figures not available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | III Quarter | | | Year to Date | | | Annual |
|--------|-------------|-------|----------|--------------|-------|----------|--------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change | 1982 |
| Canada | 1,324 | 1,363 | 3 | 2,997 | 3,151 | 5 | 4,224 |

Average Fuel Consumption Rate of Personal Use Cars Operated During II Quarter, 1982 *

| | 1981 Models Only | | Modes of All Years | |
|--------|------------------|------------|--------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.1 | 25.5 | 14.2 | 19.9 |

* Note: For this quarter, 1982 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | November | | | Year to Date | | |
|---------------------|----------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Passenger Cars | 57.4 | 80.8 | 37 | 661.5 | 787.3 | 19 |
| Commercial Vehicles | 14.7 | 22.2 | 50 | 192.6 | 219.6 | 14 |
| Total | 72.1 | 100.7 | 40 | 854.1 | 1,006.9 | 18 |

III. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada.

(in thousands)

| | November | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Non Resident Travellers: | | | | | | |
| United States | 1,737 | 1,720 | -1 | 30,711 | 30,892 | 1 |
| All Other Countries | 64 | 70 | 9 | 1,891 | 1,683 | -11 |
| Total | 1,801 | 1,790 | -1 | 30,602 | 32,575 | -- |
| Residents of Canada: | | | | | | |
| United States | 2,274 | 2,675 | 18 | 31,002 | 36,437 | 17 |
| All Other Countries | 80 | 99 | 24 | 1,411 | 1,638 | 16 |
| Total | 2,354 | 2,774 | 18 | 32,413 | 38,075 | 17 |
| Grand Total | 4,155 | 4,564 | 10 | 65,014 | 70,650 | 9 |

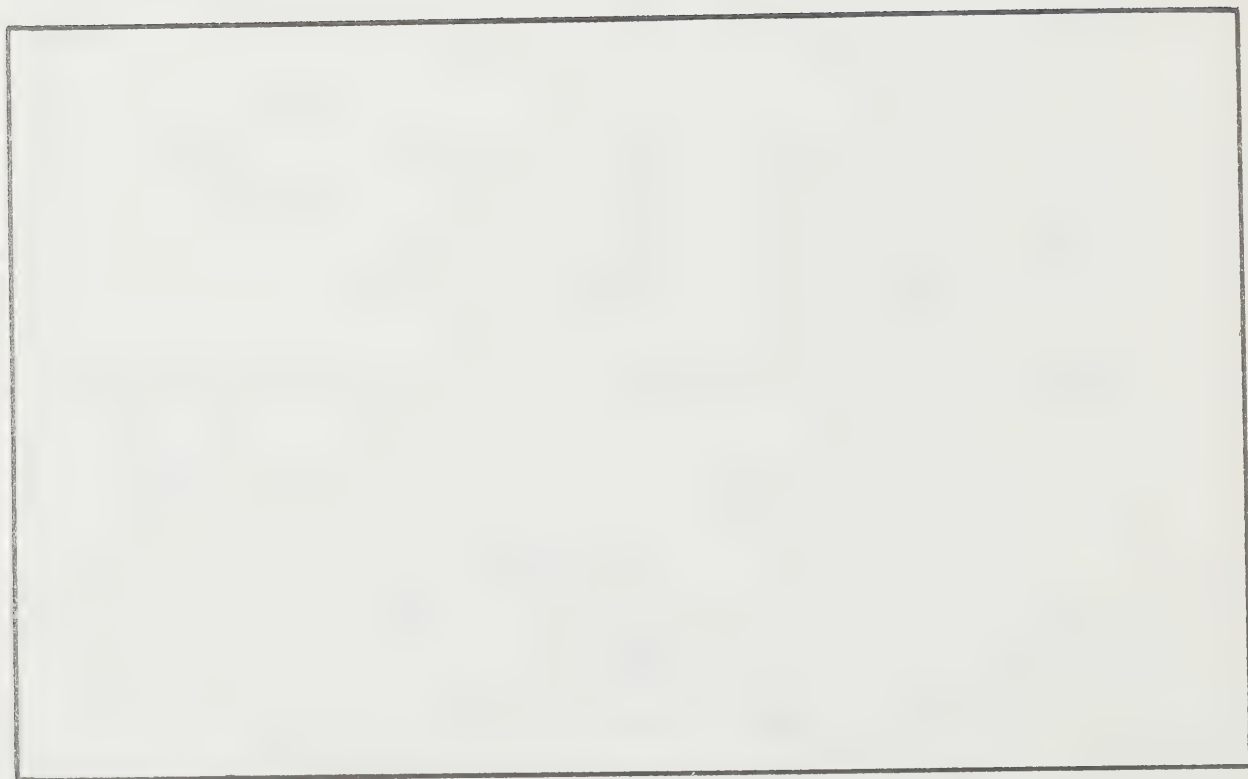
* Excludes immigrants, former residents, diplomats, military personnel and crews.

IV. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | October | | | Year to Date | | |
|--------------------------|---------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Motor Gasoline | 2,767 | 2,788 | 1 | 28,698 | 27,634 | -4 |
| Diesel Fuel Oil | 1,172 | 1,325 | 13 | 11,393 | 11,542 | 1 |
| All Other Products | 2,642 | 2,586 | -2 | 30,111 | 25,171 | -16 |
| Total Petroleum Products | 6,581 | 6,699 | -2 | 70,202 | 64,347 | -8 |



CAI
TAILS
- P63

Government
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de la recherche**

**Direction
de la recherche
économique
et sociale**

Canada

Transportation Intelligence Report



Volume 11 Number 3 March 1984

ISSN 0710-8753

I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 10,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | December | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 856 | 973 | 14 | 13,881 | 15,609 | 12 |
| Iron Ore | 206 | 666 | 223 | 7,430 | 10,280 | 38 |
| Other Bulk | 290 | 361 | 24 | 5,047 | 5,220 | 3 |
| | 1,352 | 2,000 | 48 | 26,358 | 31,109 | 18 |
| General | 184 | 91 | -50 | 3,554 | 3,639 | 2 |
| Other | 1,202 | 1,284 | 7 | 12,903 | 10,313 | -20 |
| Grand Total | 2,738 | 3,375 | 23 | 42,815 | 45,061 | 5 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,282 | 1,023 | -20 | 14,255 | 15,481 | 9 |
| Iron Ore | 328 | 756 | 130 | 7,016 | 9,229 | 31 |
| Coal | 283 | 621 | 119 | 7,141 | 5,495 | -23 |
| Other Bulk | 398 | 449 | 13 | 5,895 | 6,152 | 4 |
| | 2,291 | 2,849 | 24 | 34,307 | 36,357 | 6 |
| General | 101 | 90 | -11 | 2,354 | 3,282 | 39 |
| Other | 1,195 | 1,396 | -17 | 12,363 | 10,506 | -15 |
| Grand Total | 3,587 | 4,335 | 21 | 49,024 | 50,145 | 2 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>December</u> | | | <u>Year to Date</u> | | |
|-----------------------|-----------------|------|----------|---------------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 166 | 131 | -21 | 2,389 | 2,256 | - 6 |
| Ocean | 121 | 124 | 2 | 1,679 | 1,430 | -15 |
| | 287 | 255 | -11 | 4,068 | 3,686 | - 9 |
| Welland Canal | | | | | | |
| Inland | 240 | 242 | 1 | 3,499 | 3,215 | - 8 |
| Ocean | 82 | 108 | 32 | 1,384 | 1,241 | -10 |
| | 322 | 350 | 9 | 4,883 | 4,456 | - 9 |

2. Rail

Operating Statistics*

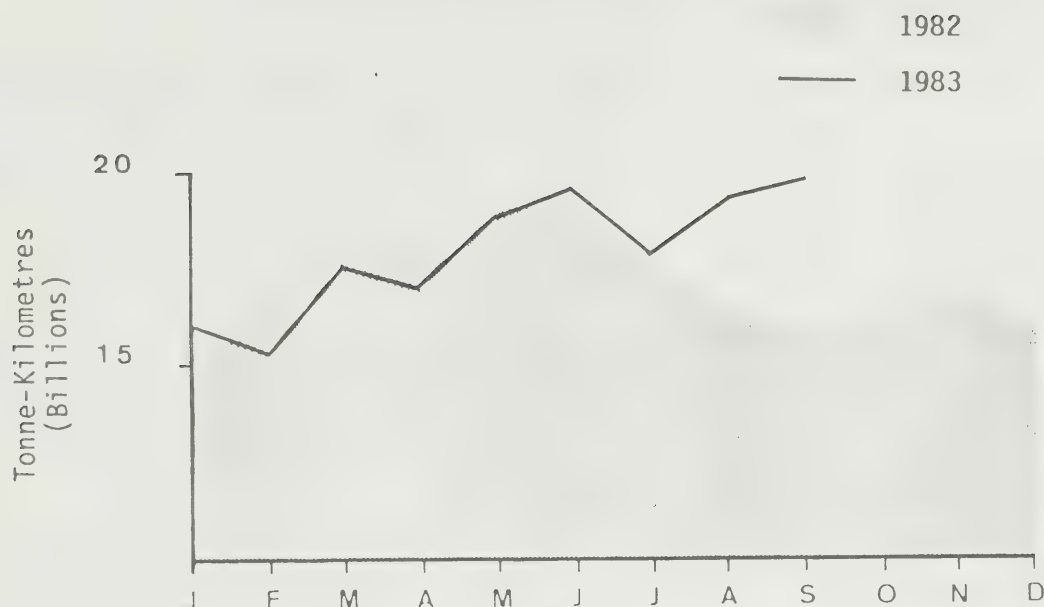
(in millions)

| | <u>September</u> | | | <u>Year to Date</u> | | |
|-------------------------|------------------|----------|----------|---------------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 502.6 | 569.2 | 13 | 4,491.5 | 5,009.3 | 11 |
| Operating Expenses (\$) | 468.8 | 511.0 | 10 | 4,325.4 | 4,670.4 | 8 |
| Operating Income (\$) | 39.9 | 58.3 | 46 | 166.0 | 338.9 | 104 |
| Tonne-km, freight | 15,822.8 | 19,836.7 | 25 | 154,535.6 | 161,423.3 | 4 |
| Passenger-km, Intercity | 183.4 | 179.3 | - 2 | 1,725.2 | 1,709.1 | - 1 |
| Total | 186.5 | 179.9 | - 3 | 1,775.2 | 1,714.4 | - 3 |
| Passengers, Intercity | 0.517 | 0.491 | - 5 | 5.245 | 4.718 | -10 |
| Total | 0.639 | 0.515 | -19 | 7.580 | 4.931 | -35 |
| Freight Train-km | 6.8 | 8.1 | 19 | 69.0 | 68.8 | -0.3 |
| Freight Car-km | 527.6 | 633.4 | 20 | 5,077.6 | 5,280.4 | 4 |
| Passenger Car-km | 11.8 | 11.0 | - 7 | 107.6 | 97.0 | -10 |

*The above Table comprises data pertaining to the seven largest rail-ways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | December | | | Year to date | | |
|--------------------------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 13,191 | 16,544 | 25 | 187,180 | 197,001 | 5 |
| Non-Carload Traffic | 29 | 26 | -10 | 424 | 403 | - 5 |
| Piggyback Traffic | 674 | 770 | 14 | 8,703 | 9,617 | -10 |
| Receipts from U.S. Connections | 845 | 998 | 18 | 12,256 | 13,142 | 7 |
| Total Traffic Carried | 14,740 | 17,594 | 19 | 212,117 | 220,163 | 4 |

Major Commodity Changes:

| | | | | | | |
|------------------|-------|-------|-----|--------|--------|-----|
| Wheat | 2,128 | 1,843 | -13 | 24,257 | 25,195 | 4 |
| Iron Ore & Conc. | 1,642 | 2,148 | 30 | 35,449 | 30,432 | -14 |
| Coal | 1,969 | 2,415 | 23 | 24,484 | 25,847 | 6 |
| Lumber | 509 | 591 | 16 | 6,232 | 8,301 | 33 |
| Gypsum, crude | 248 | 401 | 62 | 3,852 | 5,169 | 34 |
| Potash | 682 | 916 | 34 | 7,666 | 9,137 | 19 |

3. Air

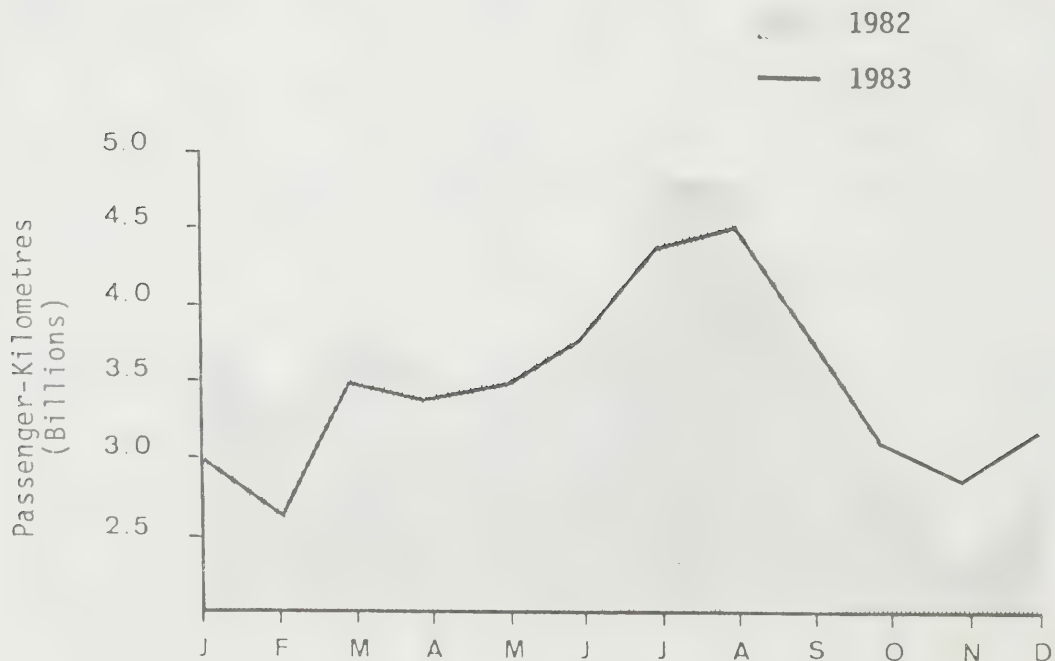
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | December | | | Year to Date | | |
|------------------------|----------|---------|----------|--------------|----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues(\$) | 288.5 | 327.6 | 13 | 3,891.3 | 3,879.6 | -0.3 |
| Operating Expenses(\$) | 309.8 | 295.8 | - 4 | 3,942.6 | 3,825.9 | - 3 |
| Operating Income(\$) | -21.2 | 31.8 | -- | -51.3 | 53.7 | -- |
| Enplaned Passengers | 1.54 | 1.74 | 12 | 22.69 | 21.21 | - 7 |
| Passenger-km | 2,820.5 | 3,235.1 | 14 | 43,219.0 | 41,972.3 | - 3 |
| Goods Tonne-km | 82.3 | 91.6 | 11 | 876.6 | 976.1 | 11 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | I Quarter | | | Year to date | | |
|--------|-----------|---------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 186 | -- | | 186 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 34,905 | 38,372 | 10 | 34,905 | 38,372 | 10 |
| South | 215,190 | 289,914 | 35 | 215,190 | 289,914 | 35 |
| U.S.A. | 772,323 | 668,754 | -13 | 772,323 | 668,754 | -13 |
| Total | 1,022,604 | 997,040 | - 2 | 1,022,604 | 997,040 | - 2 |

Scheduled Air Passenger Origin and Destination
(passagers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | I Quarter | | |
|----------------------------|-----------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 2,956 | 2,568 | -13 |
| 2. Montreal International | 1,384 | 1,192 | -14 |
| 3. Vancouver International | 1,372 | 1,183 | -14 |
| 4. Calgary International | 960 | 744 | -22 |
| 5. Ottawa International | 448 | 421 | - 6 |
| 6. Winnipeg International | 502 | 419 | -17 |
| 7. Edmonton International | 495 | 385 | -22 |
| 8. Halifax International | 330 | 258 | -22 |
| 9. Mirabel International | 237 | 238 | -- |
| 10. Edmonton Municipal | 237 | 190 | -20 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | January | | | Year to Date | | |
|---------------------------------|---------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17,410 | 17,527 | 1 | 17,410 | 17,527 | 1 |
| Urban-Suburban & Other Services | 4,159 | 4,579 | 10 | 4,159 | 4,579 | 10 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,517 | 2,485 | - 1 | 2,517 | 2,485 | - 1 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,407 | 16,251 | - 1 | 16,407 | 16,251 | - 1 |
| Urban-Suburban & Other Services | 2,783 | 3,103 | 11 | 2,783 | 3,103 | 11 |

*Figures not available.

Urban Transit

(in millions)

| | <u>December</u> | | | <u>Year to Date</u> | | |
|---|-----------------|-------|----------|---------------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 96.5 | 96.9 | 0.4 | 1,054.2 | 1,071.9 | 2 |
| Trolley, Coach, Street- car, Subway, etc. | 26.0 | 26.9 | 4 | 284.4 | 291.2 | 2 |
| Other Services** | * | * | | * | * | |
| Total | 122.5 | 123.8 | 1 | 1,338.5 | 1,363.1 | 2 |

Total Distance Run:

| | | | | | | |
|---|------|------|-----|-------|-------|------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 47.8 | 47.0 | - 2 | 519.1 | 527.6 | 2 |
| Trolley, Coach, Street- car, Subway, etc. | 15.5 | 15.4 | - 1 | 170.5 | 169.8 | -0.4 |
| Other Services** | 0.5 | 0.4 | - 4 | 8.1 | 7.0 | -13 |
| Total | 63.9 | 62.9 | 1 | 697.7 | 704.3 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>III Quarter</u> | | | <u>Year to Date</u> | | | <u>Annual 1982</u> |
|--------|--------------------|-------|----------|---------------------|-------|----------|------------------------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change | |
| Canada | 1,324 | 1,363 | 3 | 2,997 | 3,151 | 5 | 4,224 |

Average Fuel Consumption Rate of Personal Use Cars Operated During III Quarter, 1982*

| | <u>1981 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|------------|----------------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 10.9 | 25.9 | 13.6 | 20.8 |

*Note: For this quarter, 1982 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | December | | | Year to Date | | |
|---------------------|----------|------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Passenger Cars | 52.0 | 56.0 | 8 | 713.5 | 843.3 | 18 |
| Commercial Vehicles | 14.8 | 18.2 | 22 | 207.8 | 237.8 | 15 |
| Total | 66.8 | 74.2 | 11 | 920.9 | 1,081.1 | 17 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | December | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 1,721 | 1,587 | - 8 | 32,432 | 32,480 | -- |
| All Other Countries | 84 | 93 | 10 | 1,975 | 1,776 | -10 |
| Total | 1,805 | 1,680 | - 7 | 34,406 | 34,255 | -0.4 |
| Residents of Canada: | | | | | | |
| United States | 2,320 | 2,541 | 9 | 33,322 | 38,978 | 17 |
| All Other Countries | 78 | 115 | 47 | 34,811 | 40,731 | 17 |
| Total | 2,398 | 2,656 | 11 | 34,811 | 40,731 | 17 |
| Grand total | 4,203 | 4,336 | 3 | 69,218 | 74,986 | 8 |

*Excludes immigrant, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | November | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Motor Gasoline | 2,779 | 2,708 | - 3 | 31,477 | 30,342 | - 3 |
| Diesel Fuel Oil | 1,142 | 1,246 | 9 | 12,536 | 12,788 | 2 |
| All Other Products | 3,026 | 2,806 | - 7 | 33,136 | 27,954 | -16 |
| Total Petroleum Products | 6,947 | 6,760 | - 3 | 77,149 | 71,084 | - 8 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | I Quarter | | | Year to date | | |
|---|-----------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 124.0 | 91.3 | -26 | 124.0 | 91.3 | -26 |
| Rail | 21.1 | 19.2 | - 9 | 21.1 | 19.2 | - 9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | 273.4 | 248.8 | - 9 | 273.4 | 248.8 | - 9 |
| Residential & Agriculture | 176.5 | 132.2 | -25 | 176.5 | 132.2 | -25 |
| Commercial, Other Institutional & Pipelines | 101.7 | 89.8 | -12 | 101.7 | 89.8 | -12 |
| Energy Use-Final demand* | 742.3 | 618.4 | -17 | 742.3 | 618.4 | -17 |
| Producer Consumption | 64.8 | 55.6 | -14 | 64.8 | 55.6 | -14 |
| Non-Energy Use | 53.9 | 55.0 | 2 | 53.9 | 55.0 | 2 |
| Net Supply | 872.7 | 740.4 | -15 | 872.7 | 740.4 | -15 |

*1982 Final Demand to Date = 0.000025 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 522.7 | 444.0 | -15 | 522.7 | 444.0 | -15 |
| Rail | 21.2 | 19.2 | - 9 | 21.2 | 19.2 | - 9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | | | | | | |
| Residential & Agriculture | 274.8 | 250.6 | - 9 | 274.8 | 250.6 | - 9 |
| Commercial, Other Institutional & Pipelines | 532.2 | 440.9 | -17 | 532.2 | 440.9 | -17 |
| | 396.4 | 338.4 | -15 | 396.4 | 338.4 | -15 |
| Energy Use- Final Demand** | 1,792.7 | 1,530.1 | -15 | 1,792.7 | 1,530.1 | -15 |
| Producer Consumption | 94.0 | 89.0 | - 5 | 94.0 | 89.0 | - 5 |
| Non-Energy Use | 92.9 | 97.4 | 5 | 92.9 | 97.4 | 5 |
| Net Supply | 1,981.8 | 1,713.9 | -13 | 1,981.8 | 1,713.9 | -13 |

**1982 Final Demand to Date = 0.000062 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change Feb. '84 from | |
|-----------------------|-------|-------|-------|---------------------------|----------|
| | Feb. | Jan. | Feb. | Feb. '83 | Jan. '84 |
| Consumer Price Index: | | | | | |
| All items | 114.6 | 120.2 | 120.9 | 5.5 | 0.6 |
| Public Transport | 125.8 | 132.7 | 132.8 | 5.6 | -- |
| Gasoline | 117.2 | 139.0 | 138.6 | 18.3 | -0.3 |

| (1971 = 100) | 1982 | 1983 | | % Change II Qtr. '83 from | |
|---------------------|--------|-------|--------|------------------------------|-----------|
| | II Qtr | I Qtr | II Qtr | II Qtr '82 | I Qtr '83 |
| Travel Price Index: | 295.7 | 307.8 | 310.2 | 4.9 | 0.8 |

| (1971 = 100) | 1983 | | 1984 | % Change Jan. '84 from | |
|---|-------|-------|-------|---------------------------|----------|
| | Jan. | Dec. | Jan. | Jan. '83 | Dec. '83 |
| Industry Selling Price Index (Manufacturing) | 292.7 | 302.6 | 304.5 | 4.0 | 0.6 |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | Feb. | Jan. | Feb. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.5 | 11.2 | 11.3 |
| Unadjusted | 13.6 | 12.4 | 12.3 |
| No. Employed('000)* | 10,212 | 10,443 | 10,557 |
| No. Unemployed('000)* | 1,604 | 1,473 | 1,476 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1982 | 1983 | | % Change Dec. '83 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| | Dec. | Nov. | Dec. | Dec. '82 | Nov. '83 |
| Total | 136.2 | 145.5 | 146.0 | 7.2 | 0.3 |
| Goods Producing | 116.0 | 129.5 | 130.3 | 12.3 | 0.6 |
| Service Producing | 149.9 | 156.5 | 156.6 | 4.5 | -- |
| Transportation | 127.4 | 146.1 | 142.2 | 11.6 | -2.7 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|--------|---------|---------|--------|---------|
| Mar. 2 | Mar. 9 | Mar. 16 | Feb. 29 | Mar. 7 | Mar. 14 |
| 81.47 | 81.70 | 81.63 | 79.91 | 79.73 | 78.66 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|--------|---------|
| Mar. 3 | Mar. 10 | Mar. 17 | Mar. 1 | Mar. 8 | Mar. 15 |
| 9.38 | 9.53 | 9.47 | 10.07 | 10.20 | 10.56 |

6. Gross National Product (G.N.P.)

| | Annual | | % |
|--|--------|-------|-----|
| | 1982 | 1983 | |
| G.N.P. (Billions of Current Dollars) | 356.6 | 388.7 | 9.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 130.1 | 134.0 | 3.0 |
| G.N.E. Implicit Price Index (1971 = 100) | 274.2 | 290.1 | 5.8 |

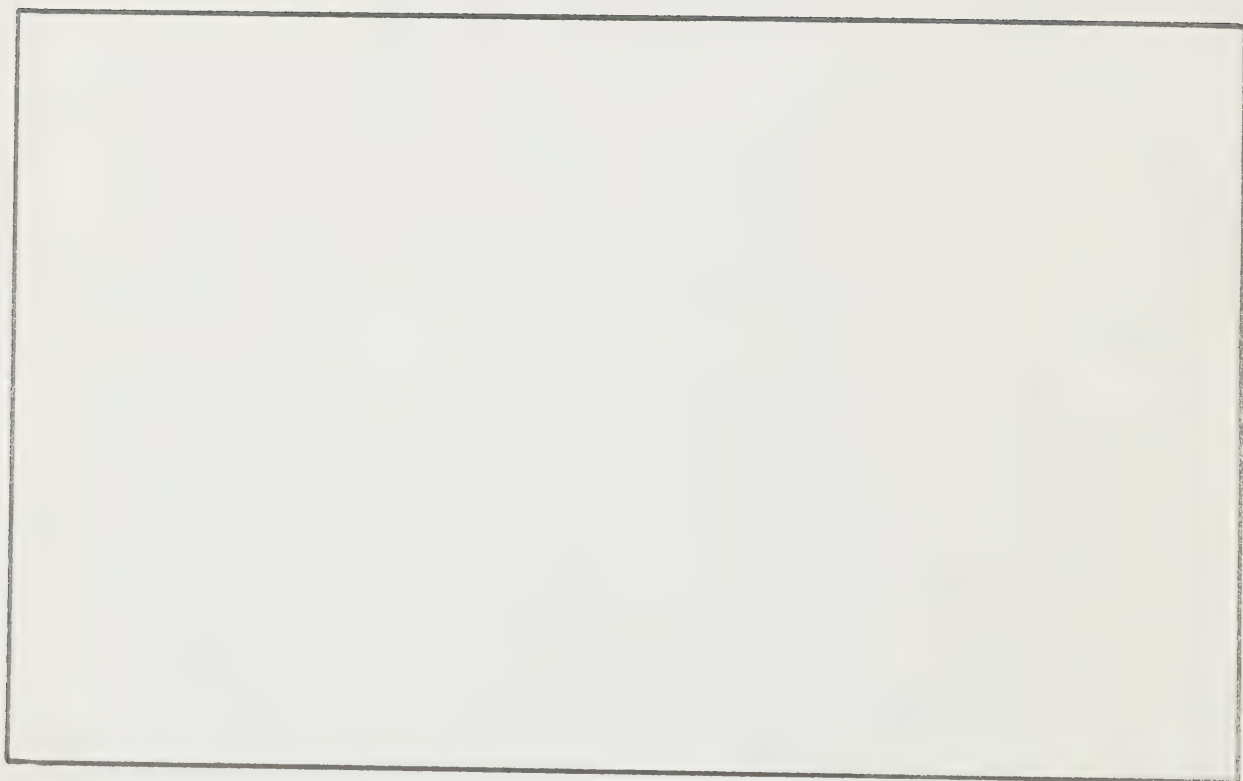
The Gross National Product for 1983 increased by 9.0% to \$388.7 billion. Real GNP, after allowing for an increase of 5.8% in the implicit deflator rose 3.0%.

Major contributions to the recovery of economic activity for this year were from increases in residential construction activity, the volume of merchandise exports and in personal expenditure. Another significant factor was a lower rate of inventory decumulation. The \$3.3 billion swing in non-farm business inventories was the equivalent of 83% of the increase in real GNP.

In the fourth quarter of 1983, Gross National Product at market prices rose 1.0%. In real terms GNP rose 0.9%. Although the overall implicit deflator was virtually unchanged this quarter, real GNP has now reached 99.7% of its peak level of the second quarter of 1981.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CAI
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- P63

Government
Publications



**Canadian Transport
Commission**

**Research
Branch**

**Economic
and Social
Research
Directorate**

**Commission canadienne
des transports**

**Direction
de la recherche**

**Direction
de la recherche
économique
et sociale**

Canada

Transportation Intelligence Report



Volume 11 Number 4 April 1984

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I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 10,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | December | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 856 | 973 | 14 | 13,881 | 15,609 | 12 |
| Iron Ore | 206 | 666 | 223 | 7,430 | 10,280 | 38 |
| Other Bulk | 290 | 361 | 24 | 5,047 | 5,220 | 3 |
| | 1,352 | 2,000 | 48 | 26,358 | 31,109 | 18 |
| General | 184 | 91 | -50 | 3,554 | 3,639 | 2 |
| Other | 1,202 | 1,284 | 7 | 12,903 | 10,313 | -20 |
| Grand Total | 2,738 | 3,375 | 23 | 42,815 | 45,061 | 5 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,282 | 1,023 | -20 | 14,255 | 15,481 | 9 |
| Iron Ore | 328 | 756 | 130 | 7,016 | 9,229 | 31 |
| Coal | 283 | 621 | 119 | 7,141 | 5,495 | -23 |
| Other Bulk | 398 | 449 | 13 | 5,895 | 6,152 | 4 |
| | 2,291 | 2,849 | 24 | 34,307 | 36,357 | 6 |
| General | 101 | 90 | -11 | 2,354 | 3,282 | 39 |
| Other | 1,195 | 1,396 | -17 | 12,363 | 10,506 | -15 |
| Grand Total | 3,587 | 4,335 | 21 | 49,024 | 50,145 | 2 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | December | | | Year to Date | | |
|------------------------------|----------|------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 166 | 131 | -21 | 2,389 | 2,256 | - 6 |
| Ocean | 121 | 124 | 2 | 1,679 | 1,430 | -15 |
| | 287 | 255 | -11 | 4,068 | 3,686 | - 9 |
| Welland Canal | | | | | | |
| Inland | 240 | 242 | 1 | 3,499 | 3,215 | - 8 |
| Ocean | 82 | 108 | 32 | 1,384 | 1,241 | -10 |
| | 322 | 350 | 9 | 4,883 | 4,456 | - 9 |

2. Rail

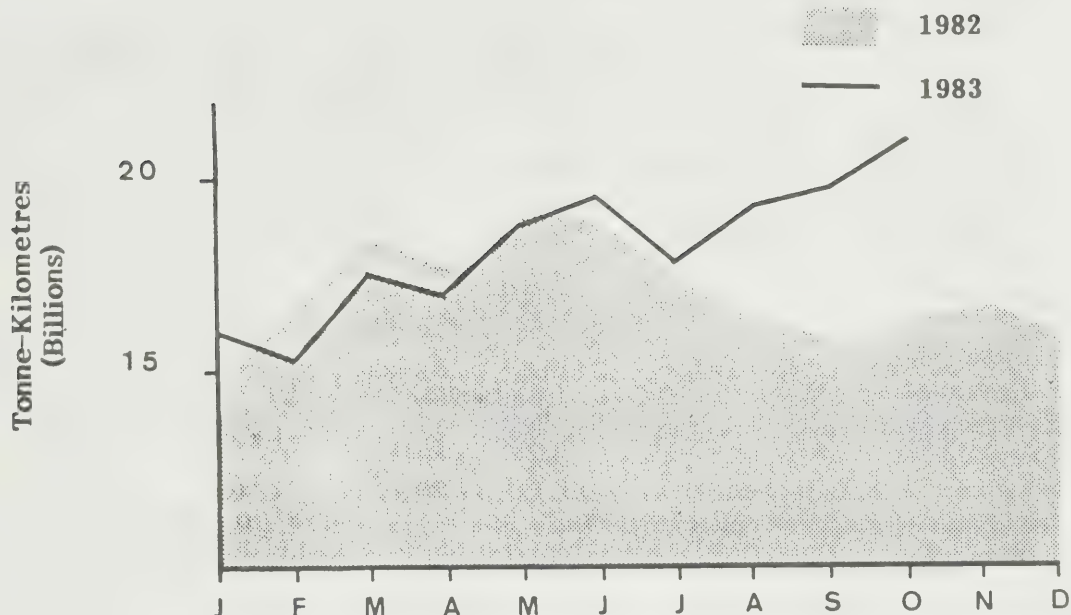
Operating Statistics*

(in millions)

| | October | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 450.7 | 578.2 | 28 | 4,942.2 | 5,587.5 | 13 |
| Operating Expenses (\$) | 442.5 | 536.1 | 21 | 4,768.0 | 5,206.4 | 9 |
| Operating Income (\$) | 8.2 | 42.1 | 412 | 174.2 | 381.1 | 118 |
| Tonne-km, freight | 16,487.6 | 21,064.7 | 28 | 171,023.2 | 182,488.0 | 7 |
| Passenger-km, Intercity | 167.0 | 166.2 | -0.5 | 1,892.3 | 1,875.3 | - 1 |
| Total | 167.7 | 166.8 | -0.5 | 1,942.9 | 1,881.2 | - 3 |
| Passengers, Intercity | 0.465 | 0.493 | 6 | 5.710 | 5.211 | - 9 |
| Total | 0.492 | 0.516 | 5 | 8.072 | 5.447 | -32 |
| Freight Train-km | 7.2 | 8.5 | 19 | 76.2 | 77.4 | 1 |
| Freight Car-km | 562.6 | 671.7 | 19 | 5,640.2 | 5,952.2 | 5 |
| Passenger Car-km | 11.0 | 10.3 | - 7 | 118.7 | 107.4 | -10 |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | January | | | Year to date | | |
|-------------------------------------|---------------|---------------|-----------|---------------|---------------|-----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 13,528 | 16,814 | 24 | 13,528 | 16,814 | 24 |
| Non-Carload Traffic | 28 | 3 | -89 | 28 | 3 | -89 |
| Piggyback Traffic | 650 | 824 | 27 | 650 | 824 | 27 |
| Receipts from U.S. | | | | | | |
| Connections | 997 | 1,030 | 3 | 997 | 1,030 | 3 |
| Total Traffic Carried | 15,203 | 18,671 | 22 | 15,203 | 18,671 | 22 |
| Major Commodity Changes: | | | | | | |
| Wheat | 1,711 | 1,002 | -41 | 1,711 | 1,002 | -41 |
| Iron Ore & Conc. | 1,824 | 2,657 | 46 | 1,824 | 2,657 | 46 |
| Coal | 1,980 | 2,773 | 40 | 1,980 | 2,773 | 40 |
| Copper-nickel Ores and Concentrates | 17 | 388 | -- | 17 | 388 | -- |

3. Air

Major Canadian Air Transport Carriers - Level I*

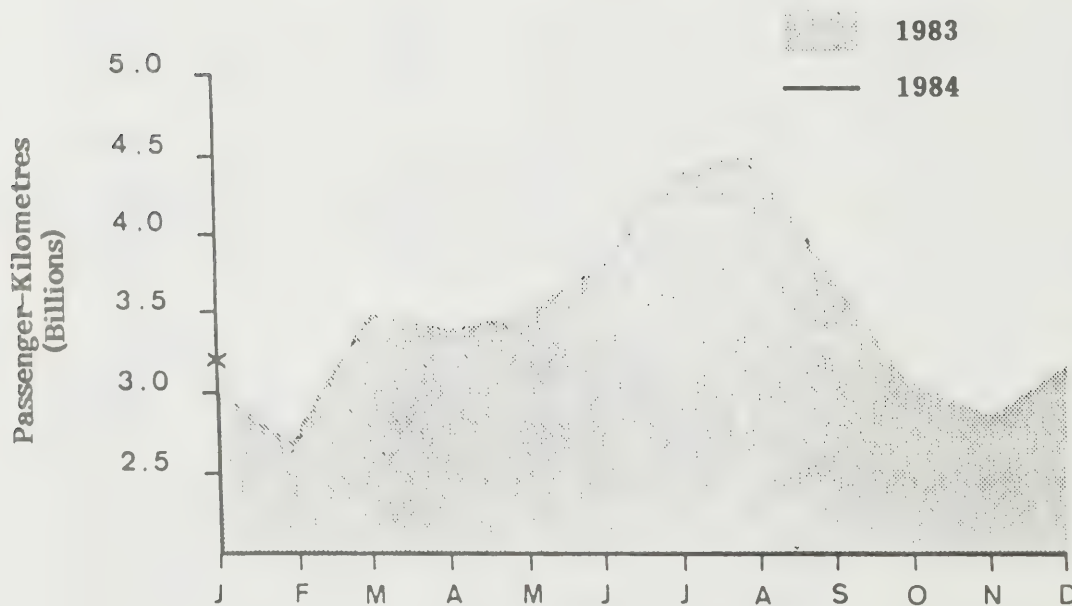
Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | January | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 292.0 | 294.9 | 1 | 292.0 | 294.9 | 1 |
| Operating Expenses(\$) | 312.7 | 317.5 | 1 | 312.7 | 317.5 | 1 |
| Operating Income(\$) | -20.6 | -22.6 | -- | -20.6 | -22.6 | -- |
| Enplaned Passengers | 1.57 | 1.68 | 7 | 1.57 | 1.68 | 7 |
| Passenger-km | 3,042.2 | 3,229.6 | 6 | 3,042.2 | 3,229.6 | 6 |
| Goods Tonne-km | 70.6 | 77.7 | 10 | 70.6 | 77.7 | 10 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | I Quarter | | | Year to date | | |
|--------|-----------|---------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 186 | -- | | 186 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 34,905 | 38,372 | 10 | 34,905 | 38,372 | 10 |
| South | 215,190 | 289,914 | 35 | 215,190 | 289,914 | 35 |
| U.S.A. | 772,323 | 668,754 | -13 | 772,323 | 668,754 | -13 |
| Total | 1,022,604 | 997,040 | - 2 | 1,022,604 | 997,040 | - 2 |

Scheduled Air Passenger Origin and Destination
(passagers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | I Quarter | | |
|----------------------------|-----------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 2,956 | 2,568 | -13 |
| 2. Montreal International | 1,384 | 1,192 | -14 |
| 3. Vancouver International | 1,372 | 1,183 | -14 |
| 4. Calgary International | 960 | 744 | -22 |
| 5. Ottawa International | 448 | 421 | - 6 |
| 6. Winnipeg International | 502 | 419 | -17 |
| 7. Edmonton International | 495 | 385 | -22 |
| 8. Halifax International | 330 | 258 | -22 |
| 9. Mirabel International | 237 | 238 | -- |
| 10. Edmonton Municipal | 237 | 190 | -20 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | February | | | Year to Date | | |
|---------------------------------|----------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 19 | | 18 | 19 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 15,740 | 16,831 | 7 | 33,150 | 34,358 | 4 |
| Urban-Suburban & Other Services | 4,762 | 5,491 | 15 | 8,921 | 10,070 | 13 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,281 | 2,342 | 2 | 4,798 | 4,826 | 1 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 14,356 | 14,551 | 1 | 30,763 | 30,802 | -- |
| Urban-Suburban & Other Services | 3,281 | 3,780 | 15 | 6,064 | 6,884 | 13 |

*Figures not available.

Urban Transit

(in millions)

| | February | | | Year to Date | | |
|---|----------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 89.6 | 95.7 | 7 | 179.2 | 186.6 | 4 |
| Trolley, Coach, Street- car, Subway, etc. | 22.5 | 23.2 | 3 | 45.5 | 46.3 | 2 |
| Other Services** | * | * | | * | * | |
| Total | 112.1 | 118.9 | 6 | 224.7 | 232.9 | 4 |

Total Distance Run:

| | | | | | | |
|---|------|------|---|-------|-------|-----|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 42.0 | 43.4 | 3 | 85.7 | 87.2 | 2 |
| Trolley, Coach, Street- car, Subway, etc. | 13.5 | 13.6 | 1 | 27.6 | 27.3 | - 1 |
| Other Services** | 0.5 | 0.5 | 1 | 1.0 | 1.0 | 1 |
| Total | 55.9 | 57.5 | 3 | 114.2 | 115.6 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars
Operated During III Quarter, 1982*

| | 1981 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 10.9 | 25.9 | 13.6 | 20.8 |

*Note: For this quarter, 1982 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>January</u> | | | <u>Year to Date</u> | | |
|---------------------|----------------|------|----------|---------------------|------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 40.9 | 57.3 | 40 | 40.9 | 57.3 | 40 |
| Commercial Vehicles | 12.1 | 19.6 | 62 | 12.1 | 19.6 | 62 |
| Total | 53.0 | 77.0 | 45 | 53.0 | 77.0 | 45 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>January</u> | | | <u>Year to Date</u> | | |
|--------------------------|----------------|-------|----------|---------------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 1,448 | 1,373 | - 5 | 1,448 | 1,373 | - 5 |
| All Other Countries | 50 | 57 | 13 | 50 | 57 | 13 |
| Total | 1,498 | 1,430 | - 5 | 1,498 | 1,430 | - 5 |
| Residents of Canada: | | | | | | |
| United States | 2,365 | 2,519 | 7 | 2,365 | 2,519 | 7 |
| All Other Countries | 176 | 205 | 17 | 176 | 205 | 17 |
| Total | 2,541 | 2,724 | 7 | 2,541 | 2,724 | 7 |
| Grand total | 4,039 | 4,154 | 3 | 4,039 | 4,154 | 3 |

*Excludes immigrant, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>December</u> | | | <u>Year to Date</u> | | |
|--------------------------|-----------------|-------|----------|---------------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Motor Gasoline | 2,802 | 2,848 | 2 | 34,279 | 33,187 | - 3 |
| Diesel Fuel Oil | 995 | 1,110 | 12 | 13,530 | 13,924 | 3 |
| All Other Products | 3,367 | 3,297 | - 2 | 36,504 | 31,431 | -14 |
| Total Petroleum Products | 7,164 | 7,255 | 1 | 84,313 | 78,542 | - 7 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | I Quarter | | | Year to date | | |
|---|-----------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 124.0 | 91.3 | -26 | 124.0 | 91.3 | -26 |
| Rail | 21.1 | 19.2 | - 9 | 21.1 | 19.2 | - 9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | 273.4 | 248.8 | - 9 | 273.4 | 248.8 | - 9 |
| Residential & Agriculture | 176.5 | 132.2 | -25 | 176.5 | 132.2 | -25 |
| Commercial, Other Institutional & Pipelines | 101.7 | 89.8 | -12 | 101.7 | 89.8 | -12 |
| Energy Use-Final demand* | 742.3 | 618.4 | -17 | 742.3 | 618.4 | -17 |
| Producer Consumption | 64.8 | 55.6 | -14 | 64.8 | 55.6 | -14 |
| Non-Energy Use | 53.9 | 55.0 | 2 | 53.9 | 55.0 | 2 |
| Net Supply | 872.7 | 740.4 | -15 | 872.7 | 740.4 | -15 |

*1982 Final Demand to Date = 0.000025 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 522.7 | 444.0 | -15 | 522.7 | 444.0 | -15 |
| Rail | 21.2 | 19.2 | - 9 | 21.2 | 19.2 | - 9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | | | | | | |
| Residential & Agriculture | 274.8 | 250.6 | - 9 | 274.8 | 250.6 | - 9 |
| Commercial, Other Institutional & Pipelines | 532.2 | 440.9 | -17 | 532.2 | 440.9 | -17 |
| | 396.4 | 338.4 | -15 | 396.4 | 338.4 | -15 |
| Energy Use- Final Demand** | 1,792.7 | 1,530.1 | -15 | 1,792.7 | 1,530.1 | -15 |
| Producer Consumption | 94.0 | 89.0 | - 5 | 94.0 | 89.0 | - 5 |
| Non-Energy Use | 92.9 | 97.4 | 5 | 92.9 | 97.4 | 5 |
| Net Supply | 1,981.8 | 1,713.9 | -13 | 1,981.8 | 1,713.9 | -13 |

**1982 Final Demand to Date = 0.000062 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change Mar. '84 from | |
|-----------------------|-------|-------|-------|---------------------------|----------|
| | Mar. | Feb. | Mar. | Mar. '83 | Feb. '84 |
| Consumer Price Index: | | | | | |
| All items | 115.8 | 120.9 | 121.2 | 4.7 | -- |
| Public Transport | 123.9 | 132.8 | 131.9 | 6.5 | - 1 |
| Gasoline | 133.2 | 138.6 | 133.0 | -- | - 4 |

| (1971 = 100) | 1982 | 1983 | | % Change II Qtr. '83 from | |
|---------------------|--------|-------|--------|------------------------------|-----------|
| | II Qtr | I Qtr | II Qtr | II Qtr '82 | I Qtr '83 |
| Travel Price Index: | 295.7 | 307.8 | 310.2 | 4.9 | 0.8 |

| (1971 = 100) | 1983 | | 1984 | % Change Feb. '84 from | |
|---|-------|-------|-------|---------------------------|----------|
| | Feb. | Jan. | Feb. | Feb. '83 | Jan. '83 |
| Industry Selling Price Index (Manufacturing) | 293.5 | 304.9 | 306.3 | 4.4 | 0.5 |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | Mar. | Feb. | Mar. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.6 | 11.3 | 11.4 |
| Unadjusted | 14.0 | 12.3 | 12.7 |
| No. Employed('000)* | 10,309 | 10,557 | 10,595 |
| No. Unemployed('000)* | 1,674 | 1,476 | 1,541 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1983 | | 1984 | % Change Jan. '84 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| | Jan. | Dec. | Jan. | Jan. '83 | Dec. '83 |
| Total | 139.1 | 145.6 | 147.5 | 6.0 | 1.3 |
| Goods Producing | 121.3 | 130.0 | 132.4 | 9.1 | 1.8 |
| Service Producing | 151.2 | 156.3 | 157.8 | 4.4 | 1.0 |
| Transportation | 129.9 | 141.9 | 146.0 | 12.4 | 2.9 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Apr. 6 | Apr. 13 | Apr. 20 | Apr. 4 | Apr. 11 | Apr. 18 |
| 80.93 | 81.04 | 80.97 | 78.29 | 78.21 | 78.15 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Apr. 7 | Apr. 14 | Apr. 21 | Apr. 5 | Apr. 12 | Apr. 19 |
| 9.54 | 9.49 | 9.46 | 10.81 | 10.78 | 10.82 |

6. Gross National Product (G.N.P.)

| | Annual | | % |
|--|--------|-------|-----|
| | 1982 | 1983 | |
| G.N.P. (Billions of Current Dollars) | 356.6 | 388.7 | 9.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 130.1 | 134.0 | 3.0 |
| G.N.E. Implicit Price Index (1971 = 100) | 274.2 | 290.1 | 5.8 |

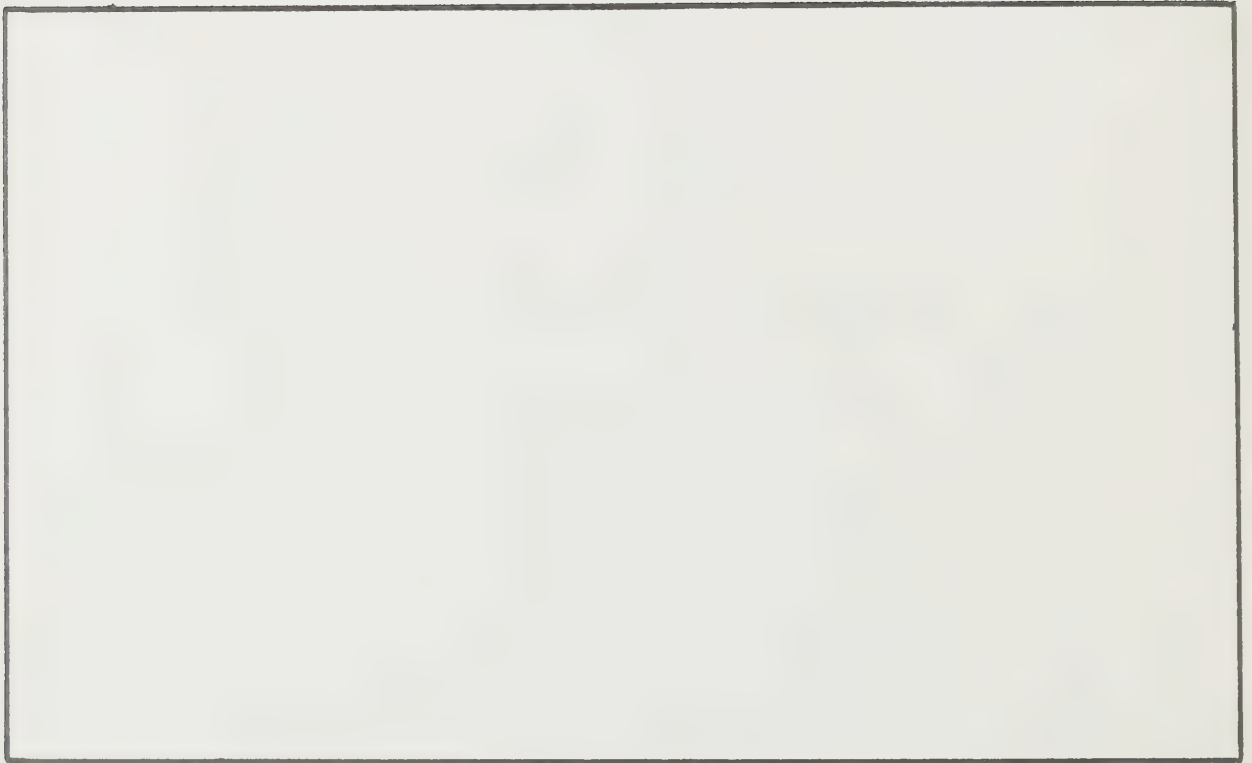
The Gross National Product for 1983 increased by 9.0% to \$388.7 billion. Real GNP, after allowing for an increase of 5.8% in the implicit deflator rose 3.0%.

Major contributions to the recovery of economic activity for this year were from increases in residential construction activity, the volume of merchandise exports and in personal expenditure. Another significant factor was a lower rate of inventory decumulation. The \$3.3 billion swing in non-farm business inventories was the equivalent of 83% of the increase in real GNP.

In the fourth quarter of 1983, Gross National Product at market prices rose 1.0%. In real terms GNP rose 0.9%. Although the overall implicit deflator was virtually unchanged this quarter, real GNP has now reached 99.7% of its peak level of the second quarter of 1981.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



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Government
Publications



**Canadian Transport
Commission**

**Research
Branch**

**Economic
and Social
Research
Directorate**

**Commission canadienne
des transports**

**Direction
de la recherche**

**Direction
de la recherche
économique
et sociale**

Canada

Transportation Intelligence Report



Volume 11 Number 5 May 1984

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I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | <u>November</u> | | | <u>Year to Date</u> | | |
|------------|-----------------|--------|----------|---------------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | <u>December</u> | | | <u>Year to Date</u> | | |
|--------------------------|-----------------|-------|----------|---------------------|--------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 856 | 973 | 14 | 13,881 | 15,609 | 12 |
| Iron Ore | 206 | 666 | 223 | 7,430 | 10,280 | 38 |
| Other Bulk | 290 | 361 | 24 | 5,047 | 5,220 | 3 |
| | 1,352 | 2,000 | 48 | 26,358 | 31,109 | 18 |
| General | 184 | 91 | -50 | 3,554 | 3,639 | 2 |
| Other | 1,202 | 1,284 | 7 | 12,903 | 10,313 | -20 |
| Grand Total | 2,738 | 3,375 | 23 | 42,815 | 45,061 | 5 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,282 | 1,023 | -20 | 14,255 | 15,481 | 9 |
| Iron Ore | 328 | 756 | 130 | 7,016 | 9,229 | 31 |
| Coal | 283 | 621 | 119 | 7,141 | 5,495 | -23 |
| Other Bulk | 398 | 449 | 13 | 5,895 | 6,152 | 4 |
| | 2,291 | 2,849 | 24 | 34,307 | 36,357 | 6 |
| General | 101 | 90 | -11 | 2,354 | 3,282 | 39 |
| Other | 1,195 | 1,396 | -17 | 12,363 | 10,506 | -15 |
| Grand Total | 3,587 | 4,335 | 21 | 49,024 | 50,145 | 2 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | December | | | Year to Date | | |
|-----------------------|----------|------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 166 | 131 | -21 | 2,389 | 2,256 | - 6 |
| Ocean | 121 | 124 | 2 | 1,679 | 1,430 | -15 |
| | 287 | 255 | -11 | 4,068 | 3,686 | - 9 |
| Welland Canal | | | | | | |
| Inland | 240 | 242 | 1 | 3,499 | 3,215 | - 8 |
| Ocean | 82 | 108 | 32 | 1,384 | 1,241 | -10 |
| | 322 | 350 | 9 | 4,883 | 4,456 | - 9 |

2. Rail

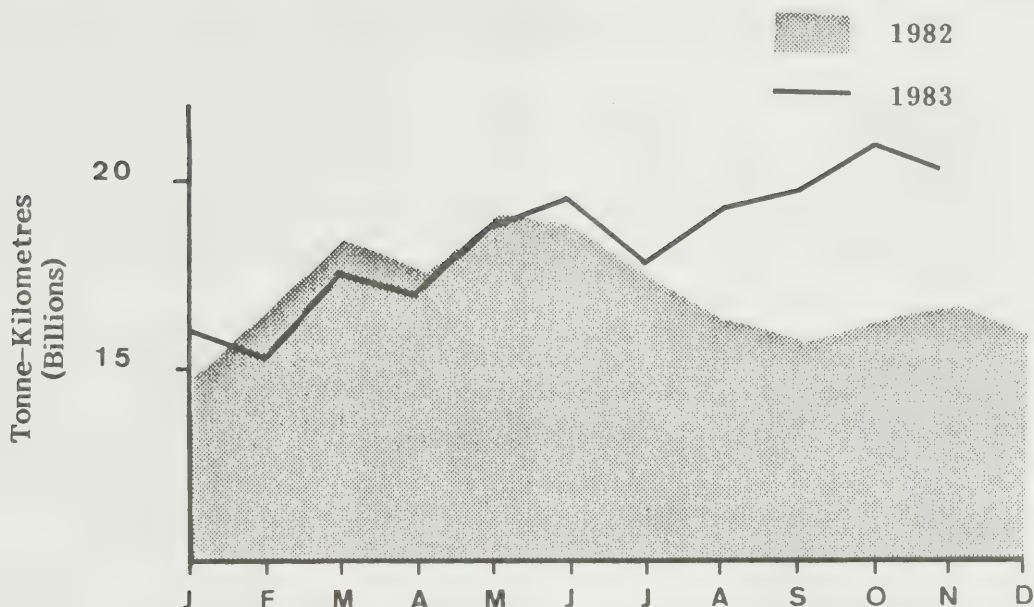
Operating Statistics*

(in millions)

| | November | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 516.7 | 557.6 | 8 | 5,458.9 | 6,145.1 | 13 |
| Operating Expenses (\$) | 490.2 | 530.2 | 8 | 5,258.1 | 5,736.6 | 9 |
| Operating Income (\$) | 26.5 | 27.4 | 3 | 200.8 | 408.5 | 103 |
| Tonne-km, freight | 16,736.9 | 20,449.8 | 22 | 187,760.1 | 202,937.8 | 8 |
| Passenger-km, Intercity | 129.2 | 121.8 | - 6 | 2,021.5 | 1,997.1 | - 1 |
| Total | 129.9 | 122.3 | - 6 | 2,072.8 | 2,003.5 | - 3 |
| Passengers, Intercity | 0.397 | 0.412 | 4 | 6.107 | 5.623 | - 8 |
| Total | 0.424 | 0.434 | 2 | 8.496 | 5.881 | -31 |
| Freight Train-km | 7.2 | 8.4 | 18 | 83.4 | 85.8 | 3 |
| Freight Car-km | 549.6 | 651.3 | 18 | 6,189.8 | 6,603.5 | 7 |
| Passenger Car-km | 9.3 | 9.1 | - 3 | 128.0 | 116.4 | - 9 |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | February | | | Year to date | | |
|--------------------------------|----------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 13,326 | 17,010 | 28 | 26,854 | 33,824 | 26 |
| Non-Carload Traffic | 32 | 2 | -93 | 60 | 5 | -91 |
| Piggyback Traffic | 688 | 873 | 27 | 1,338 | 1,696 | 27 |
| Receipts from U.S. Connections | 985 | 1,066 | 8 | 1,982 | 2,095 | 6 |
| Total Traffic Carried | 15,031 | 18,951 | 26 | 30,234 | 37,621 | 24 |

Major Commodity Changes:

| | | | | | | |
|-------------------------------------|-------|-------|-----|-------|-------|-----|
| Wheat | 1,474 | 1,177 | -20 | 3,185 | 2,179 | -32 |
| Iron Ore & Conc. | 2,387 | 2,866 | 20 | 4,211 | 5,523 | 31 |
| Coal | 1,580 | 2,852 | 80 | 3,560 | 5,626 | 58 |
| Copper-nickel Ores and Concentrates | 49 | 374 | 668 | 66 | 762 | -- |
| Sulphur | 411 | 592 | 44 | 840 | 1,217 | 45 |

3. Air

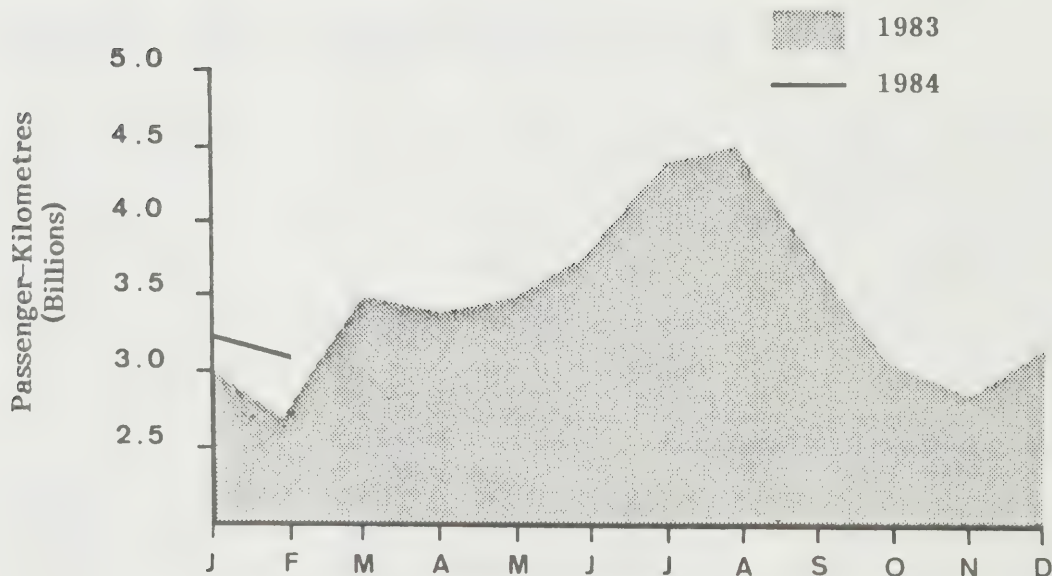
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | February | | | Year to Date | | |
|------------------------|----------|---------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 262.0 | 293.2 | 12 | 541.7 | 588.1 | 9 |
| Operating Expenses(\$) | 297.8 | 314.0 | 5 | 604.8 | 631.5 | 4 |
| Operating Income(\$) | -35.8 | -20.8 | -- | -63.1 | -43.4 | -- |
| Enplaned Passengers | 1.47 | 1.66 | 13 | 3.04 | 3.34 | 10 |
| Passenger-km | 2,720.3 | 3,116.5 | 17 | 5,762.7 | 6,378.4 | 11 |
| Goods Tonne-km | 70.7 | 81.8 | 15 | 142.4 | 159.5 | 12 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | I Quarter | | | Year to date | | |
|--------|-----------|---------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 186 | -- | | 186 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 34,905 | 38,372 | 10 | 34,905 | 38,372 | 10 |
| South | 215,190 | 289,914 | 35 | 215,190 | 289,914 | 35 |
| U.S.A. | 772,323 | 668,754 | -13 | 772,323 | 668,754 | -13 |
| Total | 1,022,604 | 997,040 | - 2 | 1,022,604 | 997,040 | - 2 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | II Quarter | | |
|----------------------------|------------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 3,234 | 3,149 | - 3 |
| 2. Vancouver International | 1,544 | 1,509 | - 2 |
| 3. Montreal International | 1,440 | 1,313 | - 9 |
| 4. Calgary International | 992 | 904 | - 9 |
| 5. Winnipeg International | 529 | 506 | - 4 |
| 6. Ottawa International | 500 | 471 | - 6 |
| 7. Edmonton International | 536 | 467 | -13 |
| 8. Halifax International | 395 | 344 | -13 |
| 9. Mirabel International | 282 | 284 | 0.8 |
| 10. Edmonton Municipal | 202 | 187 | - 7 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | March | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 19 | | 18 | 19 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 19,113 | 18,652 | - 2 | 52,263 | 53,010 | 1 |
| Urban-Suburban & Other Services | 5,098 | 5,061 | - 1 | 14,019 | 15,131 | 8 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,685 | 2,680 | -- | 7,482 | 7,507 | 0.3 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,284 | 16,335 | 0.3 | 47,047 | 47,137 | -- |
| Urban-Suburban & Other Services | 3,449 | 3,580 | 4 | 9,512 | 10,464 | 10 |

*Figures not available.

Urban Transit

(in millions)

| | <u>March</u> | | | <u>Year to Date</u> | | |
|---|--------------|--------------|----------|---------------------|--------------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 100.4 | 103.4 | 3 | 279.6 | 290.0 | 4 |
| Trolley, Coach, Street- car, Subway, etc. | 27.7 | 28.4 | 3 | 73.2 | 74.8 | 2 |
| Other Services** | * | * | | * | * | |
| Total | 128.1 | 131.9 | 3 | 352.8 | 364.8 | 3 |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|------------|--------------|--------------|----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 47.6 | 47.8 | 0.4 | 133.3 | 135.1 | 1 |
| Trolley, Coach, Street- car, Subway, etc. | 15.8 | 15.9 | 1 | 43.4 | 43.3 | -- |
| Other Services** | 0.6 | 0.5 | - 8 | 1.6 | 1.5 | - 2 |
| Total | 64.0 | 64.3 | 0.5 | 178.2 | 179.9 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>IV Quarter</u> | | | <u>Year to Date</u> | | |
|--------|-------------------|-------|----------|---------------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars Operated During IV Quarter, 1983*

| | <u>1982 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|------------|----------------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | February | | | Year to Date | | |
|---------------------|----------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 48.7 | 70.1 | 44 | 89.7 | 127.4 | 42 |
| Commercial Vehicles | 12.9 | 22.3 | 72 | 25.0 | 41.9 | 67 |
| Total | 61.7 | 92.4 | 50 | 114.7 | 169.3 | 48 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | February | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 1,486 | 1,521 | 2 | 2,934 | 2,894 | - 1 |
| All Other Countries | 50 | 55 | 10 | 100 | 112 | 12 |
| Total | 1,536 | 1,576 | 3 | 3,034 | 3,006 | - 1 |
| Residents of Canada: | | | | | | |
| United States | 2,262 | 2,446 | 8 | 4,627 | 4,965 | 7 |
| All Other Countries | 128 | 167 | 30 | 304 | 372 | 22 |
| Total | 2,391 | 2,613 | 9 | 4,932 | 5,337 | 8 |
| Grand total | 3,927 | 4,189 | 7 | 7,966 | 8,343 | 5 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | January | | | Year to Date | | |
|--------------------------|---------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Motor Gasoline | 1,808 | 1,837 | 2 | 1,808 | 1,837 | 2 |
| Diesel Fuel Oil | 850 | 1,007 | 18 | 850 | 1,007 | 18 |
| All Other Products | 3,744 | 3,897 | 4 | 3,744 | 3,897 | 4 |
| Total Petroleum Products | 6,402 | 6,741 | 5 | 6,402 | 6,741 | 5 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | I Quarter | | | Year to date | | |
|---|-----------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 124.0 | 91.3 | -26 | 124.0 | 91.3 | -26 |
| Rail | 21.1 | 19.2 | - 9 | 21.1 | 19.2 | - 9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | 273.4 | 248.8 | - 9 | 273.4 | 248.8 | - 9 |
| Residential & Agriculture | 176.5 | 132.2 | -25 | 176.5 | 132.2 | -25 |
| Commercial, Other Institutional & Pipelines | 101.7 | 89.8 | -12 | 101.7 | 89.8 | -12 |
| Energy Use-Final demand* | 742.3 | 618.4 | -17 | 742.3 | 618.4 | -17 |
| Producer Consumption | 64.8 | 55.6 | -14 | 64.8 | 55.6 | -14 |
| Non-Energy Use | 53.9 | 55.0 | 2 | 53.9 | 55.0 | 2 |
| Net Supply | 872.7 | 740.4 | -15 | 872.7 | 740.4 | -15 |

*1982 Final Demand to Date = 0.000025 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 522.7 | 444.0 | -15 | 522.7 | 444.0 | -15 |
| Rail | 21.2 | 19.2 | - 9 | 21.2 | 19.2 | - 9 |
| Air | 29.4 | 25.4 | -14 | 29.4 | 25.4 | -14 |
| Marine | 16.0 | 11.7 | -27 | 16.0 | 11.7 | -27 |
| Road, Urban Transit & Retail Pump Sales | | | | | | |
| Residential & Agriculture | 274.8 | 250.6 | - 9 | 274.8 | 250.6 | - 9 |
| Commercial, Other Institutional & Pipelines | 532.2 | 440.9 | -17 | 532.2 | 440.9 | -17 |
| | 396.4 | 338.4 | -15 | 396.4 | 338.4 | -15 |
| Energy Use- Final Demand** | 1,792.7 | 1,530.1 | -15 | 1,792.7 | 1,530.1 | -15 |
| Producer Consumption | 94.0 | 89.0 | - 5 | 94.0 | 89.0 | - 5 |
| Non-Energy Use | 92.9 | 97.4 | 5 | 92.9 | 97.4 | 5 |
| Net Supply | 1,981.8 | 1,713.9 | -13 | 1,981.8 | 1,713.9 | -13 |

**1982 Final Demand to Date = 0.000062 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change Apr. '84 from | |
|-----------------------|-------|-------|-------|---------------------------|----------|
| | Apr. | Mar. | Apr. | Apr. '83 | Mar. '84 |
| Consumer Price Index: | | | | | |
| All items | 115.8 | 121.2 | 121.5 | 4.9 | -- |
| Public Transport | 123.6 | 131.9 | 131.7 | 6.6 | -- |
| Gasoline | 120.6 | 133.0 | 133.2 | 10.4 | -- |

| (1971 = 100) | 1982 | 1983 | | % Change IV Qtr. '83 from | |
|---------------------|--------|---------|--------|------------------------------|-------------|
| | IV Qtr | III Qtr | IV Qtr | IV Qtr '82 | III Qtr '83 |
| Travel Price Index: | 308.5 | 320.3 | 319.1 | 3.4 | -0.4 |

| (1971 = 100) | 1983 | | 1984 | % Change Mar. '84 from | |
|---|-------|-------|-------|---------------------------|----------|
| | Mar. | Feb. | Mar. | Mar. '83 | Feb. '84 |
| Industry Selling Price Index (Manufacturing) | 295.2 | 306.6 | 308.1 | 4.4 | 0.5 |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | Apr. | Mar. | Apr. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.4 | 11.4 | 11.4 |
| Unadjusted | 13.2 | 12.7 | 12.1 |
| No. Employed('000)* | 10,410 | 10,595 | 10,670 |
| No. Unemployed('000)* | 1,582 | 1,541 | 1,468 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1983 | 1984 | | % Change Feb. '84 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| | Feb. | Jan. | Feb. | Feb. '83 | Jan. '84 |
| Total | 137.7 | 147.3 | 145.6 | 5.7 | -1.1 |
| Goods Producing | 120.0 | 132.5 | 128.4 | 7.0 | -3.1 |
| Service Producing | 149.7 | 157.4 | 157.3 | 5.1 | -- |
| Transportation | 127.8 | 145.2 | 142.3 | 11.3 | -2.0 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|-------|--------|--------|-------|-------|--------|
| May 4 | May 11 | May 18 | May 2 | May 9 | May 16 |
| 81.59 | 81.57 | 81.37 | 77.78 | 77.33 | 77.23 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|-------|--------|--------|-------|--------|--------|
| May 5 | May 12 | May 19 | May 3 | May 10 | May 17 |
| 9.33 | 9.27 | 9.38 | 11.13 | 11.72 | 11.63 |

6. Gross National Product (G.N.P.)

| | Annual | | % |
|--|--------|-------|-----|
| | 1982 | 1983 | |
| G.N.P. (Billions of Current Dollars) | 356.6 | 388.7 | 9.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 130.1 | 134.0 | 3.0 |
| G.N.E. Implicit Price Index (1971 = 100) | 274.2 | 290.1 | 5.8 |

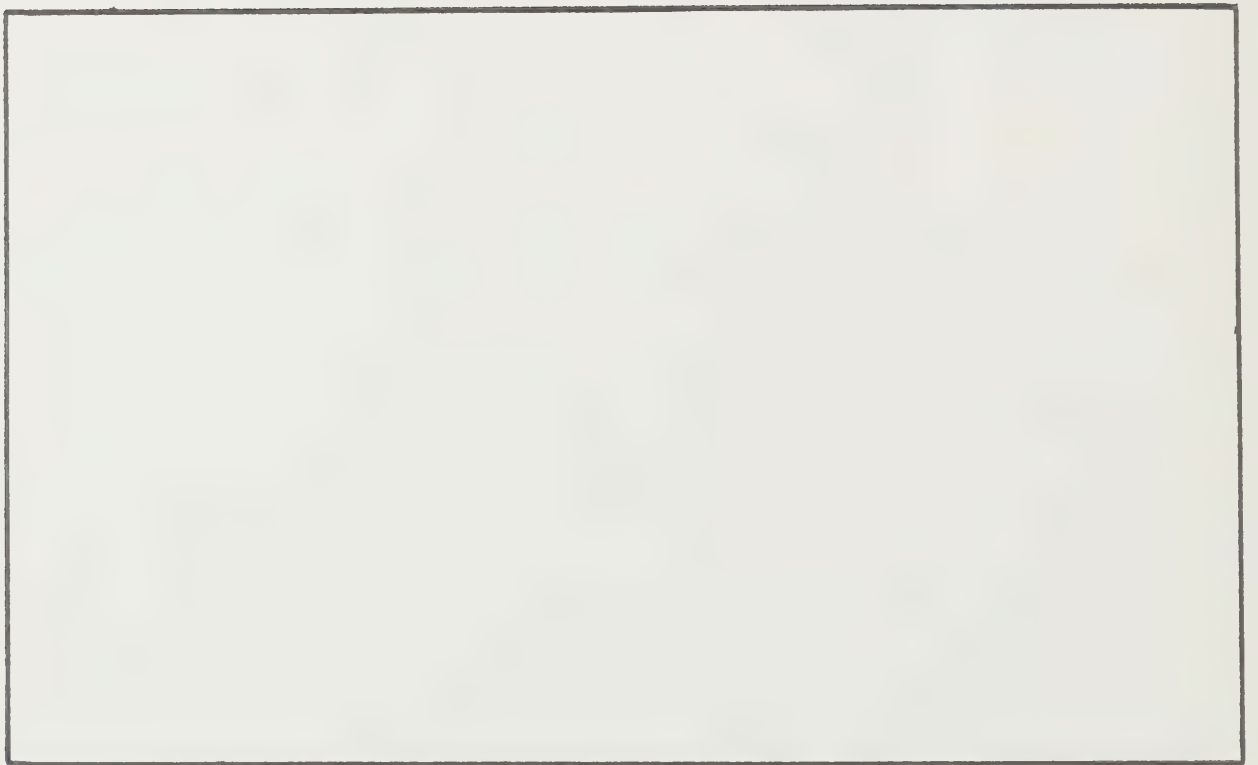
The Gross National Product for 1983 increased by 9.0% to \$388.7 billion. Real GNP, after allowing for an increase of 5.8% in the implicit deflator rose 3.0%.

Major contributions to the recovery of economic activity for this year were from increases in residential construction activity, the volume of merchandise exports and in personal expenditure. Another significant factor was a lower rate of inventory decumulation. The \$3.3 billion swing in non-farm business inventories was the equivalent of 83% of the increase in real GNP.

In the fourth quarter of 1983, Gross National Product at market prices rose 1.0%. In real terms GNP rose 0.9%. Although the overall implicit deflator was virtually unchanged this quarter, real GNP has now reached 99.7% of its peak level of the second quarter of 1981.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



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- P63

Document
Publication



**Canadian Transport
Commission**

**Commission canadienne
des transports**

**Research
Branch**

**Direction
de la recherche**

**Economic
and Social
Research
Directorate**

**Direction
de la recherche
économique
et sociale**

Canada



Transportation Intelligence Report

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I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | April | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,742 | 821 | -53 | 1,742 | 821 | -53 |
| Iron Ore | 954 | 1,029 | 8 | 954 | 1,029 | 8 |
| Other Bulk | 493 | 460 | - 7 | 493 | 460 | - 7 |
| | 3,189 | 2,310 | -28 | 3,189 | 2,310 | -28 |
| General | 195 | 386 | 98 | 195 | 386 | 98 |
| Other | 585 | 771 | 32 | 585 | 771 | 32 |
| Grand Total | 3,969 | 3,467 | -13 | 3,969 | 3,467 | -13 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,489 | 871 | -41 | 1,489 | 871 | -41 |
| Iron Ore | 601 | 608 | 1 | 601 | 608 | 1 |
| Coal | 473 | 1,234 | 161 | 473 | 1,234 | 161 |
| Other Bulk | 530 | 629 | 19 | 530 | 629 | 19 |
| | 3,093 | 3,342 | 17 | 3,093 | 3,342 | 17 |
| General | 179 | 335 | 87 | 179 | 335 | 87 |
| Other | 662 | 810 | 22 | 662 | 810 | 22 |
| Grand Total | 3,934 | 4,487 | 14 | 3,934 | 4,487 | 14 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | April | | | Year to Date | | |
|-----------------------|-------|------|----------|--------------|------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 221 | 172 | -22 | 221 | 172 | -22 |
| Ocean | 99 | 100 | 1 | 99 | 100 | 1 |
| | 320 | 272 | -15 | 320 | 272 | -15 |
| Welland Canal | | | | | | |
| Inland | 300 | 303 | 1 | 300 | 303 | 1 |
| Ocean | 85 | 91 | 7 | 85 | 91 | 7 |
| | 385 | 394 | 2 | 385 | 394 | 2 |

2. Rail

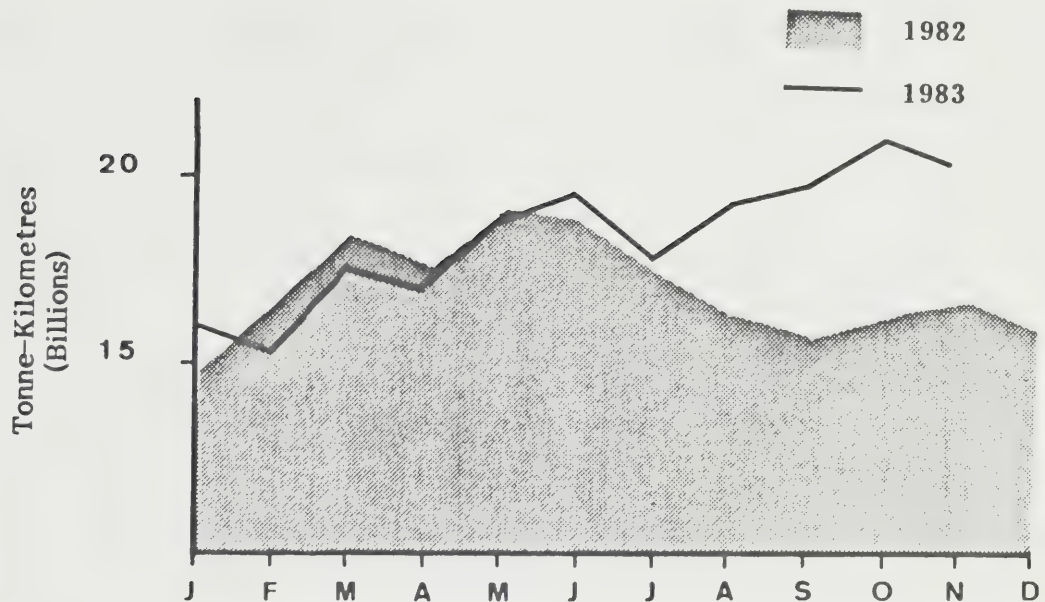
Operating Statistics*

(in millions)

| | November | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 516.7 | 557.6 | 8 | 5,458.9 | 6,145.1 | 13 |
| Operating Expenses (\$) | 490.2 | 530.2 | 8 | 5,258.1 | 5,736.6 | 9 |
| Operating Income (\$) | 26.5 | 27.4 | 3 | 200.8 | 408.5 | 103 |
| Tonne-km, freight | 16,736.9 | 20,449.8 | 22 | 187,760.1 | 202,937.8 | 8 |
| Passenger-km, Intercity | 129.2 | 121.8 | - 6 | 2,021.5 | 1,997.1 | - 1 |
| Total | 129.9 | 122.3 | - 6 | 2,072.8 | 2,003.5 | - 3 |
| Passengers, Intercity | 0.397 | 0.412 | 4 | 6.107 | 5.623 | - 8 |
| Total | 0.424 | 0.434 | 2 | 8.496 | 5.881 | -31 |
| Freight Train-km | 7.2 | 8.4 | 18 | 83.4 | 85.8 | 3 |
| Freight Car-km | 549.6 | 651.3 | 18 | 6,189.8 | 6,603.5 | 7 |
| Passenger Car-km | 9.3 | 9.1 | - 3 | 128.0 | 116.4 | - 9 |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | March | | | Year to date | | |
|--------------------------------|---------------|---------------|-----------|---------------|---------------|-----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 16,352 | 17,909 | 9 | 43,207 | 51,835 | 20 |
| Non-Carload Traffic | 36 | 3 | -92 | 97 | 8 | -91 |
| Piggyback Traffic | 833 | 998 | 20 | 2,171 | 2,696 | 24 |
| Receipts from U.S. Connections | 1,059 | 1,222 | 15 | 3,041 | 3,367 | 11 |
| Total Traffic Carried | 18,281 | 20,153 | 10 | 48,515 | 57,906 | 19 |

Major Commodity Changes:

| | | | | | | |
|-------------------------------------|-------|-------|-----|-------|-------|-----|
| Wheat | 1,890 | 1,145 | -39 | 5,074 | 3,324 | -34 |
| Iron Ore & Conc. | 2,904 | 3,292 | 13 | 7,116 | 8,815 | 24 |
| Coal | 1,878 | 2,923 | 56 | 5,438 | 8,549 | 57 |
| Copper-nickel Ores and Concentrates | 76 | 341 | 348 | 142 | 1,103 | 678 |
| Potash | 1,029 | 1,081 | 5 | 2,117 | 2,984 | 41 |

3. Air

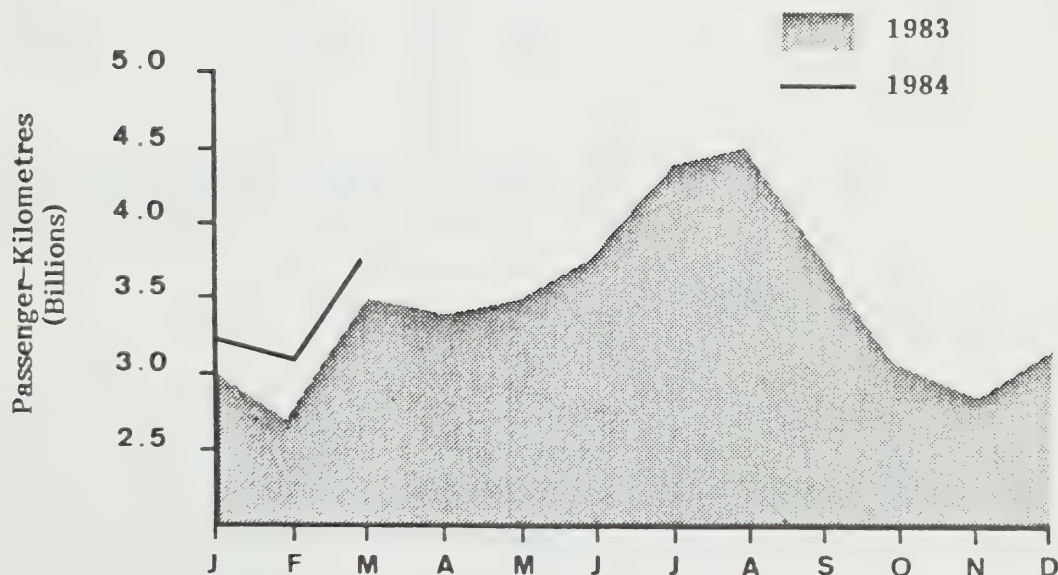
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | March | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 322.8 | 321.6 | -0.3 | 864.4 | 941.4 | 9 |
| Operating Expenses(\$) | 322.1 | 338.5 | 5 | 926.9 | 969.3 | 5 |
| Operating Income(\$) | 0.7 | -16.8 | -- | -62.5 | -27.9 | -- |
| Enplaned Passengers | 1.84 | 2.01 | 9 | 4.89 | 5.34 | 9 |
| Passenger-km | 3,514.2 | 3,824.1 | 8 | 9,277.2 | 10,203.2 | 10 |
| Goods Tonne-km | 84.2 | 94.9 | 13 | 228.1 | 254.4 | 11 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | I Quarter | | | Year to date | | |
|--------|-----------|---------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 186 | -- | | 186 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 34,905 | 38,372 | 10 | 34,905 | 38,372 | 10 |
| South | 215,190 | 289,914 | 35 | 215,190 | 289,914 | 35 |
| U.S.A. | 772,323 | 668,754 | -13 | 772,323 | 668,754 | -13 |
| Total | 1,022,604 | 997,040 | - 2 | 1,022,604 | 997,040 | - 2 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | II Quarter | | |
|----------------------------|------------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 3,234 | 3,149 | - 3 |
| 2. Vancouver International | 1,544 | 1,509 | - 2 |
| 3. Montreal International | 1,440 | 1,313 | - 9 |
| 4. Calgary International | 992 | 904 | - 9 |
| 5. Winnipeg International | 529 | 506 | - 4 |
| 6. Ottawa International | 500 | 471 | - 6 |
| 7. Edmonton International | 536 | 467 | -13 |
| 8. Halifax International | 395 | 344 | -13 |
| 9. Mirabel International | 282 | 284 | 0.8 |
| 10. Edmonton Municipal | 202 | 187 | - 7 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | April | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 19 | | 18 | 19 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 19,014 | 17,720 | - 7 | 71,277 | 70,731 | - 1 |
| Urban-Suburban & Other Services | 4,801 | 5,275 | 10 | 18,820 | 20,406 | 8 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,426 | 2,211 | - 9 | 9,908 | 9,718 | - 2 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,964 | 15,097 | - 5 | 63,011 | 62,234 | - 1 |
| Urban-Suburban & Other Services | 3,192 | 3,472 | 9 | 12,705 | 13,936 | 10 |

*Figures not available.

Urban Transit

(in millions)

| | April | | | Year to Date | | |
|---|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 88.6 | 91.5 | 3 | 368.3 | 381.5 | 4 |
| Trolley, Coach, Street- car, Subway, etc. | 22.9 | 22.5 | - 2 | 96.1 | 97.3 | 1 |
| Other Services** | * | * | | * | * | |
| Total | 111.5 | 114.1 | 2 | 464.4 | 478.8 | 3 |

Total Distance Run:

| | | | | | | |
|---|------|------|-----|-------|-------|-----|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 42.5 | 42.5 | -- | 175.8 | 177.6 | 1 |
| Trolley, Coach, Street- car, Subway, etc. | 13.5 | 13.8 | 2 | 56.9 | 57.1 | 0.3 |
| Other Services** | 0.4 | 0.4 | -- | 2.0 | 2.0 | - 2 |
| Total | 56.5 | 56.7 | 0.4 | 234.8 | 236.6 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1983*

| | 1982 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | March | | | Year to Date | | |
|---------------------|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 81.2 | 96.3 | 19 | 170.9 | 223.8 | 31 |
| Commercial Vehicles | 22.3 | 31.8 | 43 | 47.3 | 73.7 | 56 |
| Total | 103.5 | 128.1 | 24 | 218.2 | 297.5 | 36 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | March | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 1,768 | 1,690 | - 4 | 4,702 | 4,584 | - 2 |
| All Other Countries | 72 | 69 | - 4 | 172 | 181 | 5 |
| Total | 1,840 | 1,759 | - 4 | 4,874 | 4,765 | - 2 |
| Residents of Canada: | | | | | | |
| United States | 2,967 | 3,092 | 4 | 7,595 | 8,057 | 6 |
| All Other Countries | 169 | 227 | 34 | 473 | 599 | 27 |
| Total | 3,136 | 3,319 | 6 | 8,068 | 8,656 | 7 |
| Grand total | 4,976 | 5,079 | 2 | 12,942 | 13,422 | 4 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | February | | | Year to Date | | |
|--------------------------|----------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Motor Gasoline | 2,461 | 2,388 | - 3 | 4,868 | 4,859 | -- |
| Diesel Fuel Oil | 902 | 1,030 | 14 | 1,752 | 2,037 | 16 |
| All Other Products | 3,133 | 2,894 | - 8 | 6,272 | 6,157 | - 2 |
| Total Petroleum Products | 6,496 | 6,312 | - 3 | 12,891 | 13,053 | 1 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | III Quarter | | | Year to date | | |
|---|-------------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 77.4 | 87.8 | 13 | 285.5 | 258.6 | - 9 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 317.0 | 305.0 | - 4 | 886.8 | 836.5 | - 6 |
| Residential & Agriculture | 69.6 | 63.8 | - 8 | 325.5 | 279.0 | -14 |
| Commercial, Other Institutional & Pipelines | 78.4 | 70.2 | -10 | 269.8 | 230.6 | -14 |
| Energy Use-Final demand* | 627.8 | 610.6 | - 3 | 2,005.5 | 1,818.3 | - 9 |
| Producer Consumption | 56.3 | 55.5 | - 1 | 175.1 | 157.0 | -10 |
| Non-Energy Use | 106.8 | 99.9 | - 6 | 237.2 | 227.2 | - 4 |
| Net Supply | 806.1 | 781.4 | - 3 | 2,156.1 | 2,242.6 | - 9 |

*1982 Final Demand to Date = 0.000024 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 371.4 | 394.4 | 6 | 1,311.9 | 1,241.8 | - 5 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 318.4 | 307.3 | - 3 | 890.9 | 842.8 | - 5 |
| Residential & Agriculture | 184.2 | 183.1 | - 1 | 990.1 | 898.4 | - 9 |
| Commercial, Other Institutional & Pipelines | 200.1 | 194.5 | - 3 | 843.1 | 759.4 | -10 |
| Energy Use- Final Demand** | 1,159.5 | 1,163.1 | 0.3 | 4,273.8 | 3,956.0 | - 7 |
| Producer Consumption | 74.2 | 80.7 | 9 | 232.5 | 228.4 | - 2 |
| Non-Energy Use | 143.7 | 148.3 | 3 | 344.6 | 369.6 | 7 |
| Net Supply | 1,373.6 | 1,402.2 | 2 | 4,805.7 | 4,545.4 | - 5 |

**1982 Final Demand to Date = 0.000047 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | <u>1983</u> | <u>1984</u> | | % Change May '84 from | |
|---|-------------|-------------|--------|------------------------------|-------------|
| | May | Apr. | May | May '83 | Apr. '84 |
| Consumer Price Index: | | | | | |
| All items | 116.1 | 121.5 | 121.7 | 4.8 | -- |
| Public Transport | 127.2 | 131.7 | 135.9 | 6.8 | 3.2 |
| Gasoline | 112.1 | 133.2 | 131.4 | 17.2 | -1.4 |
| | | | | | |
| (1971 = 100) | <u>1982</u> | <u>1983</u> | | % Change IV Qtr. '83 from | |
| | IV Qtr | III Qtr | IV Qtr | IV Qtr '82 | III Qtr '83 |
| Travel Price Index: | 308.5 | 320.3 | 319.1 | 3.4 | -0.4 |
| | | | | | |
| (1971 = 100) | <u>1983</u> | <u>1984</u> | | % Change Apr. '84 from | |
| | Apr. | Mar. | Apr. | Apr. '83 | Mar. '84 |
| Industry Selling Price Index (Manufacturing) | 297.1 | 308.7 | 310.3 | 4.4 | 0.5 |

2. Employment

| | <u>1983</u> | <u>1984</u> | |
|-----------------------|-------------|-------------|--------|
| | May | Apr. | May |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.4 | 11.4 | 11.7 |
| Unadjusted | 12.2 | 12.7 | 11.7 |
| No. Employed('000)* | 10,776 | 10,670 | 11,014 |
| No. Unemployed('000)* | 1,502 | 1,468 | 1,460 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | <u>1983</u> | <u>1984</u> | | % Change Mar. '84 from | |
|-------------------|-------------|-------------|-------|---------------------------|----------|
| | Mar. | Feb. | Mar. | Mar. '83 | Feb. '84 |
| Total | 138.9 | 145.5 | 145.8 | 5.0 | -- |
| Goods Producing | 120.4 | 128.5 | 129.1 | 7.2 | 0.5 |
| Service Producing | 151.6 | 157.1 | 157.2 | 3.7 | -- |
| Transportation | 130.3 | 141.7 | 140.0 | 7.4 | -1.2 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| June 8 | June 15 | June 22 | June 6 | June 13 | June 20 |
| 81.08 | 80.96 | 81.25 | 77.10 | 76.87 | 76.89 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| June 9 | June 16 | June 23 | June 7 | June 14 | June 21 |
| 9.54 | 9.47 | 9.48 | 11.77 | 11.84 | 11.98 |

6. Gross National Product (G.N.P.)

| | Annual | | % |
|--|--------|-------|-----|
| | 1982 | 1983 | |
| G.N.P. (Billions of Current Dollars) | 356.6 | 388.7 | 9.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 130.1 | 134.0 | 3.0 |
| G.N.E. Implicit Price Index (1971 = 100) | 274.2 | 290.1 | 5.8 |

The Gross National Product for 1983 increased by 9.0% to \$388.7 billion. Real GNP, after allowing for an increase of 5.8% in the implicit deflator rose 3.0%.

Major contributions to the recovery of economic activity for this year were from increases in residential construction activity, the volume of merchandise exports and in personal expenditure. Another significant factor was a lower rate of inventory decumulation. The \$3.3 billion swing in non-farm business inventories was the equivalent of 83% of the increase in real GNP.

In the fourth quarter of 1983, Gross National Product at market prices rose 1.0%. In real terms GNP rose 0.9%. Although the overall implicit deflator was virtually unchanged this quarter, real GNP has now reached 99.7% of its peak level of the second quarter of 1981.

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**Canadian Transport
Commission**

**Research
Branch**

**Economic
and Social
Research
Directorate**

**Commission canadienne
des transports**

**Direction
de la recherche**

**Direction
de la recherche
économique
et sociale**

Canada

Transportation Intelligence Report

AUG 1 1984

I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | May | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 2,247 | 2,115 | - 6 | 3,989 | 2,936 | -26 |
| Iron Ore | 1,154 | 1,482 | 28 | 2,108 | 2,511 | 19 |
| Other Bulk | 761 | 796 | 5 | 1,254 | 1,256 | -- |
| | 4,162 | 4,393 | 5 | 7,351 | 6,703 | 9 |
| General | 323 | 657 | 103 | 518 | 1,043 | 101 |
| Other | 1,317 | 1,382 | 5 | 1,902 | 2,153 | 13 |
| Grand Total | 5,802 | 6,432 | 11 | 9,771 | 9,899 | 1 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 2,170 | 2,119 | - 2 | 3,659 | 2,990 | -18 |
| Iron Ore | 1,088 | 1,171 | 8 | 1,689 | 1,779 | 5 |
| Coal | 605 | 1,127 | 86 | 1,078 | 2,361 | 119 |
| Other Bulk | 808 | 904 | 12 | 1,338 | 1,533 | 14 |
| | 4,671 | 5,321 | 14 | 7,764 | 8,663 | 12 |
| General | 271 | 536 | 98 | 450 | 871 | 94 |
| Other | 1,251 | 1,367 | 9 | 1,913 | 2,177 | 14 |
| Grand Total | 6,193 | 7,224 | 17 | 10,127 | 11,711 | 16 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | May | | | Year to Date | | |
|------------------------------|------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 304 | 271 | -11 | 525 | 443 | -16 |
| Ocean | 177 | 198 | 12 | 276 | 298 | 8 |
| | 481 | 469 | - 6 | 801 | 741 | - 7 |
| Welland Canal | | | | | | |
| Inland | 443 | 452 | 2 | 743 | 755 | 2 |
| Ocean | 150 | 166 | 11 | 235 | 257 | 9 |
| | 593 | 618 | 4 | 978 | 1,012 | 3 |

2. Rail

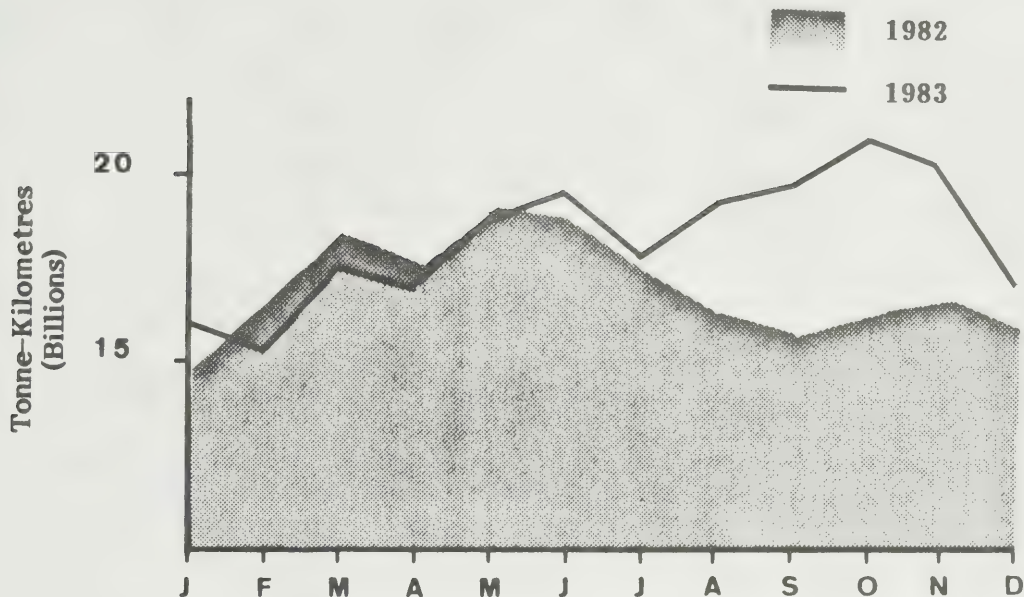
Operating Statistics*

(in millions)

| | December | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Operating Revenues (\$) | 553.3 | 646.2 | 17 | 6,012.2 | 6,791.2 | 13 |
| Operating Expenses (\$) | 728.5 | 619.5 | -15 | 5,986.7 | 6,356.0 | 6 |
| Operating Income (\$) | -175.3 | 26.7 | -- | 25.5 | 435.2 | -- |
| Tonne-km, freight | 15,975.7 | 17,114.1 | 7 | 203,735.8 | 220,051.8 | 8 |
| Passenger-km, Intercity | 185.3 | 194.4 | 5 | 2,206.8 | 2,191.5 | - 1 |
| Total | 185.8 | 194.9 | 5 | 2,258.6 | 2,198.4 | - 3 |
| Passengers, Intercity | 0.526 | 0.595 | 13 | 6.633 | 6.218 | - 6 |
| Total | 0.548 | 0.615 | 12 | 9.044 | 6.496 | -28 |
| Freight Train-km | 6.7 | 7.7 | 15 | 90.1 | 93.5 | 4 |
| Freight Car-km | 516.4 | 546.3 | 6 | 6,706.2 | 7,154.6 | 7 |
| Passenger Car-km | 11.2 | 10.8 | - 4 | 139.2 | 127.2 | - 9 |

*The above Table comprises data pertaining to the seven largest rail-ways in Canada.

RAIL OPERATING STATISTICS **Freight Tonne-Kilometres**



Carloadings

(in thousands of tonnes)

| | April | | | Year to date | | |
|--------------------------------|---------------|---------------|-----------|---------------|---------------|-----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 15,522 | 18,903 | 22 | 58,728 | 70,737 | 20 |
| Non-Carload Traffic | 34 | 3 | -91 | 131 | 11 | -91 |
| Piggyback Traffic | 802 | 909 | 13 | 2,973 | 3,605 | 21 |
| Receipts from U.S. Connections | 1,073 | 1,227 | 14 | 4,113 | 4,594 | 12 |
| Total Traffic Carried | 17,430 | 21,041 | 21 | 65,945 | 78,948 | 20 |

Major Commodity Changes:

| | | | | | | |
|-------------------------------------|-------|-------|-----|-------|--------|-----|
| Wheat | 1,698 | 1,749 | 3 | 6,773 | 5,072 | -25 |
| Iron Ore & Conc. | 2,719 | 3,264 | 20 | 9,835 | 12,079 | 22 |
| Coal | 1,902 | 3,112 | 63 | 7,341 | 11,661 | 59 |
| Copper-nickel Ores and Concentrates | 121 | 405 | 235 | 263 | 1,509 | 475 |
| Sulphur | 397 | 660 | 66 | 1,649 | 2,475 | 50 |
| Phosphate Rock | 28 | 137 | 383 | 236 | 424 | 79 |
| Iron & Steel-Primary & Manufactured | 284 | 378 | 33 | 979 | 1,477 | 51 |

3. Air

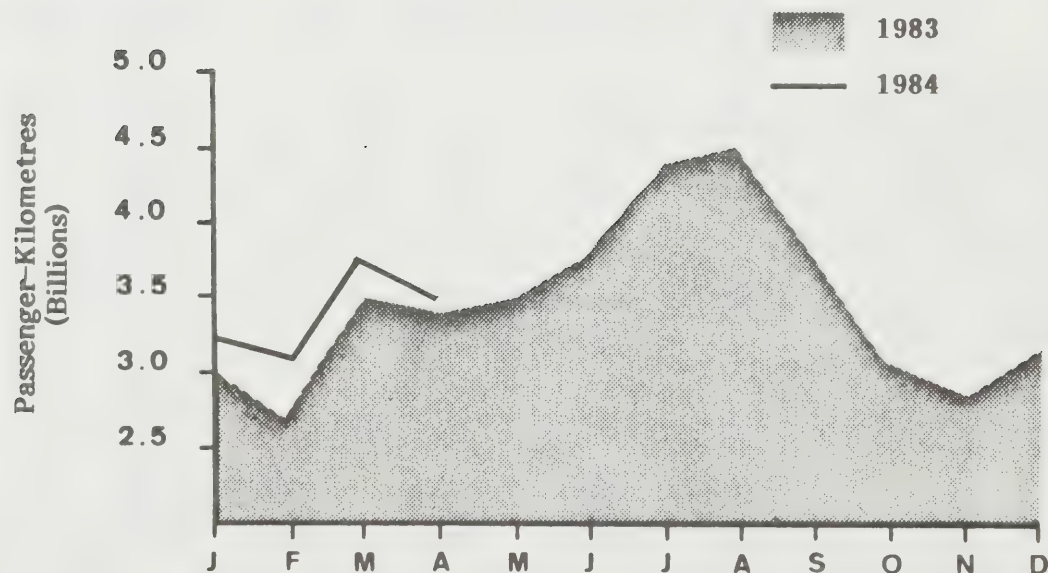
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | April | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 304.4 | 325.7 | 7 | 1,168.8 | 1,267.1 | 8 |
| Operating Expenses(\$) | 320.8 | 329.3 | 3 | 1,247.7 | 1,298.7 | 4 |
| Operating Income(\$) | -16.4 | - 3.6 | -- | -78.9 | -31.5 | -- |
| Enplaned Passengers | 1.76 | 1.84 | 5 | 6.64 | 7.19 | 8 |
| Passenger-km | 3,380.2 | 3,466.6 | 3 | 12,652.1 | 13,669.6 | 8 |
| Goods Tonne-km | 76.0 | 86.6 | 14 | 305.4 | 340.9 | 12 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | II Quarter | | | Year to date | | |
|--------|------------|---------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 925 | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 256,891 | 294,996 | 15 | 291,796 | 333,368 | 14 |
| South | 59,099 | 113,897 | 93 | 274,289 | 403,761 | 47 |
| U.S.A. | 361,498 | 328,147 | - 9 | 1,133,821 | 996,901 | -12 |
| Total | 678,413 | 836,727 | 23 | 1,701,017 | 1,883,767 | 8 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | II Quarter | | |
|----------------------------|------------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 3,234 | 3,149 | - 3 |
| 2. Vancouver International | 1,544 | 1,509 | - 2 |
| 3. Montreal International | 1,440 | 1,313 | - 9 |
| 4. Calgary International | 992 | 904 | - 9 |
| 5. Winnipeg International | 529 | 506 | - 4 |
| 6. Ottawa International | 500 | 471 | - 6 |
| 7. Edmonton International | 536 | 467 | -13 |
| 8. Halifax International | 395 | 344 | -13 |
| 9. Mirabel International | 282 | 284 | 0.8 |
| 10. Edmonton Municipal | 202 | 187 | - 7 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | May | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 19 | | 18 | 19 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 18,890 | 16,312 | -14 | 90,168 | 87,043 | - 3 |
| Urban-Suburban & Other Services | 5,801 | 6,325 | 9 | 24,621 | 26,731 | 8 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,388 | 2,136 | -10 | 12,297 | 11,854 | - 4 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,688 | 15,168 | - 3 | 78,700 | 77,402 | - 1 |
| Urban-Suburban & Other Services | 4,043 | 4,281 | 6 | 16,747 | 18,217 | 9 |

*Figures not available.

Urban Transit

(in millions)

| | April | | | Year to Date | | |
|---|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 88.6 | 91.5 | 3 | 368.3 | 381.5 | 4 |
| Trolley, Coach, Street- car, Subway, etc. | 22.9 | 22.5 | - 2 | 96.1 | 97.3 | 1 |
| Other Services** | * | * | | * | * | |
| Total | 111.5 | 114.1 | 2 | 464.4 | 478.8 | 3 |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 42.5 | 42.5 | -- | 175.8 | 177.6 | 1 |
| Trolley, Coach, Street- car, Subway, etc. | 13.5 | 13.8 | 2 | 56.9 | 57.1 | 0.3 |
| Other Services** | 0.4 | 0.4 | -- | 2.0 | 2.0 | - 2 |
| Total | 56.5 | 56.7 | 0.4 | 234.8 | 236.6 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1983*

| | 1982 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | April | | | Year to Date | | |
|---------------------|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 88.3 | 93.1 | 5 | 259.2 | 316.9 | 22 |
| Commercial Vehicles | 24.6 | 28.3 | 15 | 71.9 | 102.0 | 42 |
| Total | 113.0 | 121.4 | 7 | 331.2 | 418.8 | 26 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | April | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 2,063 | 2,032 | - 1 | 6,765 | 6,616 | - 2 |
| All Other Countries | 96 | 112 | 16 | 268 | 293 | 9 |
| Total | 2,159 | 2,144 | - 1 | 7,033 | 6,909 | - 2 |
| Residents of Canada: | | | | | | |
| United States | 3,376 | 3,270 | - 3 | 10,971 | 11,327 | 3 |
| All Other Countries | 162 | 159 | - 2 | 635 | 758 | 19 |
| Total | 3,538 | 3,429 | - 3 | 11,606 | 12,085 | 4 |
| Grand total | 5,698 | 5,573 | - 2 | 18,640 | 18,995 | 2 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | March | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Motor Gasoline | 2,570 | 2,620 | 2 | 7,438 | 7,520 | 1 |
| Diesel Fuel Oil | 967 | 1,095 | 13 | 2,718 | 3,135 | 15 |
| All Other Products | 2,779 | 2,886 | 4 | 9,050 | 9,073 | -- |
| Total Petroleum Products | 6,316 | 6,601 | 4 | 19,207 | 19,728 | 3 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | III Quarter | | | Year to date | | |
|---|-------------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 77.4 | 87.8 | 13 | 285.5 | 258.6 | - 9 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 317.0 | 305.0 | - 4 | 886.8 | 836.5 | - 6 |
| Residential & Agriculture | 69.6 | 63.8 | - 8 | 325.5 | 279.0 | -14 |
| Commercial, Other Institutional & Pipelines | 78.4 | 70.2 | -10 | 269.8 | 230.6 | -14 |
| Energy Use-Final demand* | 627.8 | 610.6 | - 3 | 2,005.5 | 1,818.3 | - 9 |
| Producer Consumption | 56.3 | 55.5 | - 1 | 175.1 | 157.0 | -10 |
| Non-Energy Use | 106.8 | 99.9 | - 6 | 237.2 | 227.2 | - 4 |
| Net Supply | 806.1 | 781.4 | - 3 | 2,156.1 | 2,242.6 | - 9 |

*1982 Final Demand to Date = 0.000024 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 371.4 | 394.4 | 6 | 1,311.9 | 1,241.8 | - 5 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 318.4 | 307.3 | - 3 | 890.9 | 842.8 | - 5 |
| Residential & Agriculture | 184.2 | 183.1 | - 1 | 990.1 | 898.4 | - 9 |
| Commercial, Other Institutional & Pipelines | 200.1 | 194.5 | - 3 | 843.1 | 759.4 | -10 |
| Energy Use- Final Demand** | 1,159.5 | 1,163.1 | 0.3 | 4,273.8 | 3,956.0 | - 7 |
| Producer Consumption | 74.2 | 80.7 | 9 | 232.5 | 228.4 | - 2 |
| Non-Energy Use | 143.7 | 148.3 | 3 | 344.6 | 369.6 | 7 |
| Net Supply | 1,373.6 | 1,402.2 | 2 | 4,805.7 | 4,545.4 | - 5 |

**1982 Final Demand to Date = 0.000047 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | 1983 | 1984 | | % Change June '84 from | |
|---|--------|---------|--------|------------------------------|-------------|
| | June | May | June | June '83 | May '84 |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 117.4 | 121.7 | 122.2 | 4.1 | 0.4 |
| Public Transport | 132.3 | 135.9 | 142.7 | 7.9 | 5.0 |
| Gasoline | 133.6 | 131.4 | 134.2 | 0.4 | 2.1 |
| | | | | | |
| | 1982 | 1983 | | % Change IV Qtr. '83 from | |
| | IV Qtr | III Qtr | IV Qtr | IV Qtr '82 | III Qtr '83 |
| (1971 = 100) | | | | | |
| Travel Price Index: | 308.5 | 320.3 | 319.1 | 3.4 | -0.4 |
| | | | | | |
| | 1983 | 1984 | | % Change May '84 from | |
| | May | Apr. | May | May '83 | Apr. '84 |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 298.5 | 310.3 | 310.6 | 4.1 | -- |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | June | May | June |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.2 | 11.7 | 11.2 |
| Unadjusted | 11.7 | 11.7 | 10.7 |
| No. Employed('000)* | 11,073 | 11,014 | 11,316 |
| No. Unemployed('000)* | 1,462 | 1,460 | 1,362 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| | 1983 | 1984 | | % Change Apr. '84 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| | Apr. | Mar. | Apr. | Apr. '83 | Mar. '84 |
| (1971 = 100) | | | | | |
| Total | 140.4 | 146.7 | 147.4 | 5.0 | 0.5 |
| Goods Producing | 122.4 | 130.8 | 130.9 | 6.9 | -- |
| Service Producing | 152.7 | 157.5 | 158.5 | 3.8 | 0.6 |
| Transportation | 132.3 | 141.6 | 143.4 | 8.4 | 1.3 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|---------|--------|---------|---------|--------|---------|
| June 29 | July 6 | July 13 | June 27 | July 4 | July 11 |
| 81.27 | 81.31 | 81.25 | 76.36 | 75.79 | 75.27 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|---------|--------|---------|---------|--------|---------|
| June 30 | July 7 | July 14 | June 28 | July 5 | July 12 |
| 9.42 | 9.51 | 9.47 | 12.36 | 12.76 | 13.26 |

6. Gross National Product (G.N.P.)

| | Annual | | % |
|--|--------|-------|-----|
| | 1982 | 1983 | |
| G.N.P. (Billions of Current Dollars) | 403.1 | 411.6 | 2.1 |
| G.N.P. (Billions of 1971 Constant Dollars) | 137.5 | 138.6 | 0.8 |
| G.N.E. Implicit Price Index (1971 = 100) | 293.2 | 297.0 | 1.3 |

The Gross National Product for the first quarter of 1984 rose 2.1% to \$411.6 billion. Real GNP after allowing for an increase of 1.3% in the implicit deflator rose 0.8%.

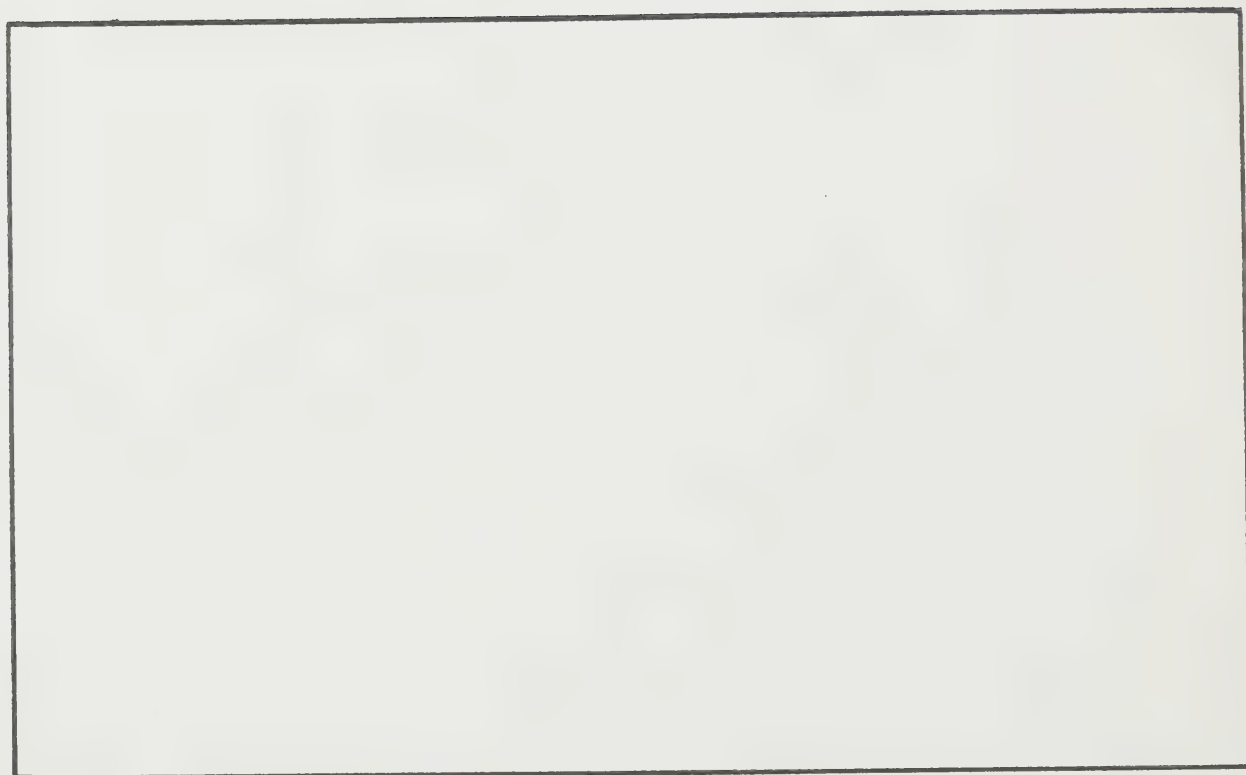
Merchandise exports were the major source of growth this quarter. Although down slightly from the previous quarter merchandise exports were up 8.9% in volume terms. This growth was concentrated in motor vehicles and parts which accounted for two-thirds of the increase. The auto industry had a great impact on the economy with motor vehicle production and sales playing major roles in exports, imports, consumer spending and inventory accumulation as well as profit growth of non-financial corporations.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CAI
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-P63



Canadian Transport
Commission

Research
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Economic
and Social
Research
Directorate

Commission canadienne
des transports

Direction
de la recherche

Direction
de la recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | June | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,906 | 2,198 | 15 | 5,895 | 5,134 | -13 |
| Iron Ore | 1,150 | 1,572 | 37 | 3,258 | 4,083 | 25 |
| Other Bulk | 582 | 715 | 23 | 1,836 | 1,971 | 7 |
| | 3,638 | 4,485 | 23 | 10,989 | 11,188 | 2 |
| General | 339 | 692 | 104 | 857 | 1,735 | 102 |
| Other | 1,065 | 875 | -18 | 2,967 | 3,028 | 2 |
| Grand Total | 5,042 | 6,052 | 20 | 14,813 | 15,951 | 8 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Wheat | 1,938 | 2,283 | 18 | 5,597 | 5,273 | - 6 |
| Iron Ore | 1,049 | 1,430 | 36 | 2,738 | 3,209 | 17 |
| Coal | 539 | 925 | 72 | 1,617 | 3,286 | 103 |
| Other Bulk | 760 | 858 | 13 | 2,098 | 2,391 | 14 |
| | 4,286 | 5,496 | 28 | 12,050 | 14,159 | 18 |
| General | 291 | 627 | 115 | 741 | 1,498 | 102 |
| Other | 1,120 | 869 | -22 | 3,033 | 3,046 | 0.4 |
| Grand Total | 5,697 | 6,992 | 23 | 15,824 | 18,703 | 18 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | July | | | Year to Date | | |
|------------------------------|------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 293 | 277 | - 5 | 818 | 720 | -12 |
| Ocean | 139 | 157 | 13 | 415 | 455 | 10 |
| | 432 | 434 | 0.5 | 1,233 | 1,175 | - 5 |
| Welland Canal | | | | | | |
| Inland | 402 | 443 | 10 | 1,145 | 1,198 | 4 |
| Ocean | 117 | 135 | 15 | 352 | 392 | 11 |
| | 519 | 578 | 11 | 1,497 | 1,590 | 6 |

2. Rail

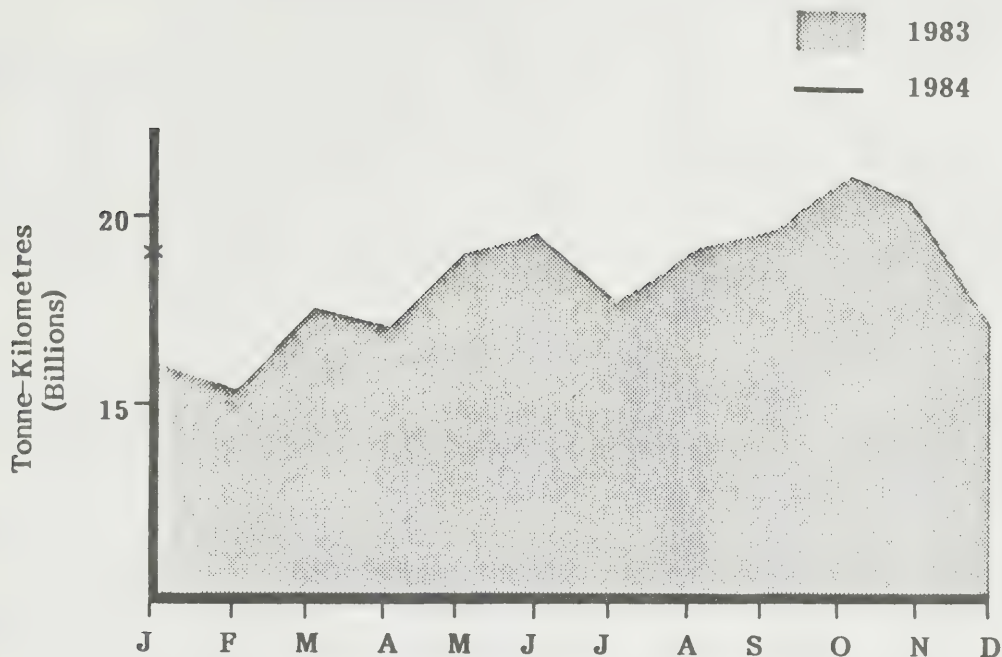
Operating Statistics*

(in millions)

| | January | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues (\$) | 482.5 | 554.9 | 15 | 482.5 | 554.9 | 15 |
| Operating Expenses (\$) | 487.1 | 543.5 | 12 | 487.1 | 543.5 | 12 |
| Operating Income (\$) | -4.6 | 11.3 | -- | - 4.6 | 11.3 | -- |
| Tonne-km, freight | 16,009.6 | 18,810.7 | 17 | 16,009.6 | 18,810.7 | 17 |
| Passenger-km, Intercity | 143.1 | 141.3 | - 1 | 143.1 | 141.3 | - 1 |
| Total | 144.1 | 142.1 | - 1 | 144.1 | 142.1 | - 1 |
| Passengers, Intercity | 0.415 | 0.445 | 7 | 0.415 | 0.445 | 7 |
| Total | 0.446 | 0.474 | 6 | 0.446 | 0.474 | 6 |
| Freight Train-km | 6.8 | 8.0 | 18 | 6.8 | 8.0 | 18 |
| Freight Car-km | 509.3 | 579.5 | 14 | 509.3 | 579.5 | 14 |
| Passenger Car-km | 9.8 | 9.3 | - 6 | 9.8 | 9.3 | - 6 |

*The above Table comprises data pertaining to the seven largest rail-ways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | May | | | Year to date | | |
|--------------------------------|---------------|---------------|-----------|---------------|----------------|-----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 17,435 | 21,501 | 23 | 76,163 | 92,233 | 21 |
| Non-Carload Traffic | 35 | 3 | -91 | 166 | 14 | -91 |
| Piggyback Traffic | 793 | 994 | 25 | 3,766 | 4,599 | 22 |
| Receipts from U.S. Connections | 1,182 | 1,265 | 7 | 5,296 | 5,858 | 10 |
| Total Traffic Carried | 19,445 | 23,764 | 22 | 85,390 | 102,704 | 20 |

Major Commodity Changes:

| | | | | | | |
|-------------------------------------|-------|-------|----|--------|--------|-----|
| Wheat | 2,484 | 3,131 | 26 | 9,256 | 8,203 | -11 |
| Iron Ore & Conc. | 2,985 | 3,169 | 6 | 12,820 | 15,248 | 19 |
| Coal | 2,096 | 3,254 | 55 | 9,437 | 14,915 | 58 |
| Copper-nickel Ores and Concentrates | 311 | 441 | 42 | 573 | 1,950 | 240 |
| Potash | 616 | 922 | 50 | 3,555 | 4,856 | 36 |

3. Air

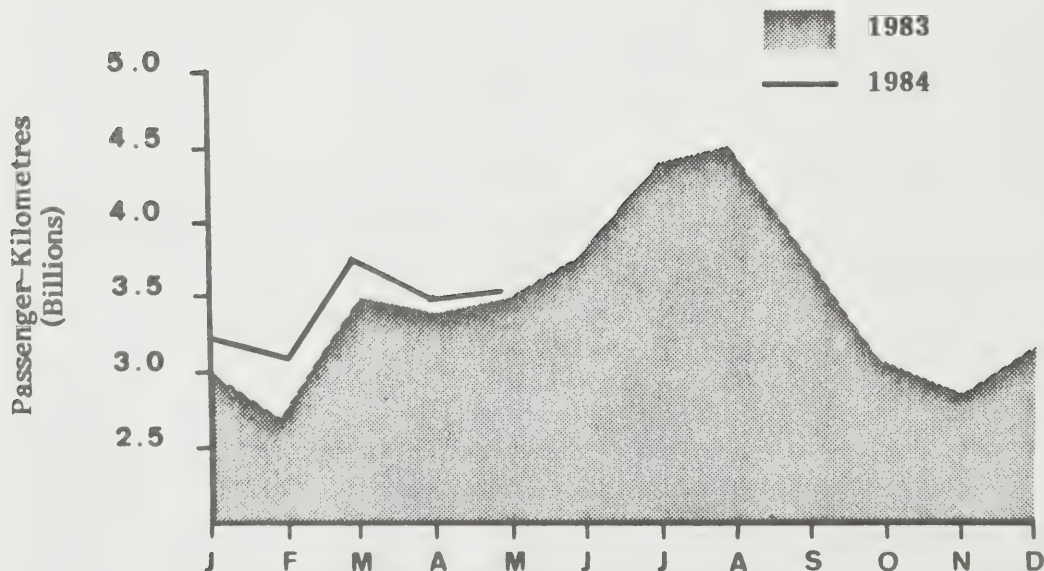
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | May | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 319.0 | 345.8 | 8 | 1,487.8 | 1,612.9 | 8 |
| Operating Expenses(\$) | 321.9 | 340.6 | 6 | 1,562.7 | 1,639.3 | 5 |
| Operating Income(\$) | - 2.9 | 5.1 | -- | -74.9 | -26.4 | -- |
| Enplaned Passengers | 1.77 | 1.84 | 4 | 8.40 | 9.03 | 7 |
| Passenger-km | 3,538.8 | 3,552.6 | 0.4 | 16,191.6 | 17,222.3 | 6 |
| Goods Tonne-km | 77.0 | 91.8 | 19 | 382.8 | 432.7 | 13 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | II Quarter | | | Year to date | | |
|--------|------------|---------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 925 | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 256,891 | 294,996 | 15 | 291,796 | 333,368 | 14 |
| South | 59,099 | 113,897 | 93 | 274,289 | 403,761 | 47 |
| U.S.A. | 361,498 | 328,147 | - 9 | 1,133,821 | 996,901 | -12 |
| Total | 678,413 | 836,727 | 23 | 1,701,017 | 1,883,767 | 8 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | III Quarter | | |
|----------------------------|-------------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 3,439 | 3,335 | - 3 |
| 2. Vancouver International | 1,739 | 1,726 | - 1 |
| 3. Montreal International | 1,428 | 1,345 | - 6 |
| 4. Calgary International | 1,072 | 1,023 | - 5 |
| 5. Winnipeg International | 582 | 548 | - 6 |
| 6. Edmonton International | 598 | 523 | -12 |
| 7. Ottawa International | 492 | 435 | -12 |
| 8. Halifax International | 449 | 427 | - 5 |
| 9. Mirabel International | 349 | 371 | 6 |
| 10. Edmonton Municipal | 162 | 166 | 3 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | June | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 19 | | 18 | 19 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 19,998 | 16,461 | -18 | 110,165 | 104,628 | - 5 |
| Urban-Suburban & Other Services | 7,044 | 6,408 | - 9 | 31,665 | 33,203 | 5 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,575 | 2,362 | - 8 | 14,871 | 13,998 | - 6 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,503 | 15,761 | - 4 | 95,202 | 92,850 | - 2 |
| Urban-Suburban & Other Services | 4,534 | 4,656 | 3 | 21,282 | 22,920 | 8 |

*Figures not available.

Urban Transit

(in millions)

| | May | | | Year to Date | | |
|---|--------------|--------------|------------|--------------|--------------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 87.4 | 86.2 | - 1 | 455.7 | 467.8 | 3 |
| Trolley, Coach, Street- car, Subway, etc. | 21.9 | 21.9 | -- | 118.0 | 119.2 | 1 |
| Other Services** | * | * | | * | * | |
| Total | 109.3 | 108.2 | - 1 | 573.7 | 587.0 | 2 |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|----------|--------------|--------------|----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 42.7 | 43.3 | 1 | 218.5 | 220.9 | 1 |
| Trolley, Coach, Street- car, Subway, etc. | 13.2 | 13.3 | 1 | 70.1 | 70.4 | 0.4 |
| Other Services** | 0.6 | 0.6 | 2 | 2.6 | 2.6 | - 1 |
| Total | 56.5 | 57.3 | 1 | 291.2 | 293.9 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars Operated During IV Quarter, 1983*

| | 1982 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada
(in thousands)

| | May | | | Year to Date | | |
|---------------------|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 87.9 | 107.9 | 23 | 347.1 | 424.8 | 22 |
| Commercial Vehicles | 21.5 | 30.7 | 43 | 93.4 | 132.7 | 42 |
| Total | 109.4 | 138.6 | 27 | 440.5 | 557.5 | 26 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*
(in thousands)

| | June | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 3,598 | 3,800 | 6 | 13,073 | 13,113 | 0.3 |
| All Other Countries | 249 | 256 | 3 | 675 | 714 | 6 |
| Total | 3,847 | 4,056 | 5 | 13,749 | 13,827 | 1 |
| Residents of Canada: | | | | | | |
| United States | 3,273 | 3,078 | - 6 | 17,613 | 17,481 | - 1 |
| All Other Countries | 117 | 144 | 23 | 885 | 1,044 | 18 |
| Total | 3,391 | 3,222 | - 5 | 18,498 | 18,526 | -- |
| Grand total | 7,238 | 7,278 | 1 | 32,247 | 32,354 | 0.3 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products
(cubic metres in thousands)

| | April | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Motor Gasoline | 2,521 | 2,541 | 1 | 9,959 | 10,029 | 1 |
| Diesel Fuel Oil | 900 | 1,133 | 26 | 3,619 | 4,269 | 18 |
| All Other Products | 2,237 | 2,137 | 4 | 11,287 | 11,244 | -0.4 |
| Total Petroleum Products | 5,658 | 5,812 | 3 | 24,865 | 25,542 | 3 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | III Quarter | | | Year to date | | |
|---|-------------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 77.4 | 87.8 | 13 | 285.5 | 258.6 | - 9 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 317.0 | 305.0 | - 4 | 886.8 | 836.5 | - 6 |
| Residential & Agriculture | 69.6 | 63.8 | - 8 | 325.5 | 279.0 | -14 |
| Commercial, Other Institutional & Pipelines | 78.4 | 70.2 | -10 | 269.8 | 230.6 | -14 |
| Energy Use-Final demand* | 627.8 | 610.6 | - 3 | 2,005.5 | 1,818.3 | - 9 |
| Producer Consumption | 56.3 | 55.5 | - 1 | 175.1 | 157.0 | -10 |
| Non-Energy Use | 106.8 | 99.9 | - 6 | 237.2 | 227.2 | - 4 |
| Net Supply | 806.1 | 781.4 | - 3 | 2,156.1 | 2,242.6 | - 9 |

*1982 Final Demand to Date = 0.000024 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 371.4 | 394.4 | 6 | 1,311.9 | 1,241.8 | - 5 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 318.4 | 307.3 | - 3 | 890.9 | 842.8 | - 5 |
| Residential & Agriculture | 184.2 | 183.1 | - 1 | 990.1 | 898.4 | - 9 |
| Commercial, Other Institutional & Pipelines | 200.1 | 194.5 | - 3 | 843.1 | 759.4 | -10 |
| Energy Use- Final Demand** | 1,159.5 | 1,163.1 | 0.3 | 4,273.8 | 3,956.0 | - 7 |
| Producer Consumption | 74.2 | 80.7 | 9 | 232.5 | 228.4 | - 2 |
| Non-Energy Use | 143.7 | 148.3 | 3 | 344.6 | 369.6 | 7 |
| Net Supply | 1,373.6 | 1,402.2 | 2 | 4,805.7 | 4,545.4 | - 5 |

**1982 Final Demand to Date = 0.000047 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change July '84 from | |
|-----------------------|-------|-------|-------|---------------------------|----------|
| | July | June | July | July '83 | June '84 |
| Consumer Price Index: | | | | | |
| All items | 117.9 | 122.2 | 122.9 | 4.2 | 0.6 |
| Public Transport | 133.4 | 142.7 | 145.1 | 8.8 | 1.7 |
| Gasoline | 135.0 | 134.2 | 138.2 | 2.4 | 3.0 |

| (1971 = 100) | 1982 | 1983 | | % Change IV Qtr. '83 from | |
|---------------------|--------|---------|--------|------------------------------|-------------|
| | IV Qtr | III Qtr | IV Qtr | IV Qtr '82 | III Qtr '83 |
| Travel Price Index: | 308.5 | 320.3 | 319.1 | 3.4 | -0.4 |

| (1971 = 100) | 1983 | 1984 | | % Change June '84 from | |
|---|-------|-------|-------|---------------------------|---------|
| | June | May | June | June '83 | May '84 |
| Industry Selling Price Index (Manufacturing) | 299.3 | 310.5 | 310.9 | 3.9 | -- |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | July | June | July |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 12.0 | 11.2 | 11.0 |
| Unadjusted | 11.2 | 10.7 | 10.3 |
| No. Employed('000)* | 11,269 | 11,316 | 11,563 |
| No. Unemployed('000)* | 1,415 | 1,362 | 1,326 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1983 | 1984 | | % Change May '84 from | |
|-------------------|-------|-------|-------|--------------------------|----------|
| | May | Apr. | May | May '83 | Apr. '84 |
| Total | 141.6 | 147.4 | 148.0 | 4.5 | 0.4 |
| Goods Producing | 124.2 | 131.1 | 131.5 | 5.9 | 0.3 |
| Service Producing | 153.5 | 158.5 | 159.3 | 3.8 | 0.5 |
| Transportation | 133.0 | 143.0 | 146.6 | 10.2 | 2.5 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|--------|---------|
| Aug. 3 | Aug. 10 | Aug. 17 | Aug. 1 | Aug. 8 | Aug. 15 |
| 81.05 | 80.94 | 80.95 | 76.19 | 76.56 | 76.51 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|--------|---------|
| Aug. 4 | Aug. 11 | Aug. 18 | Aug. 2 | Aug. 9 | Aug. 16 |
| 9.57 | 9.68 | 9.57 | 12.65 | 12.44 | 12.43 |

6. Gross National Product (G.N.P.)

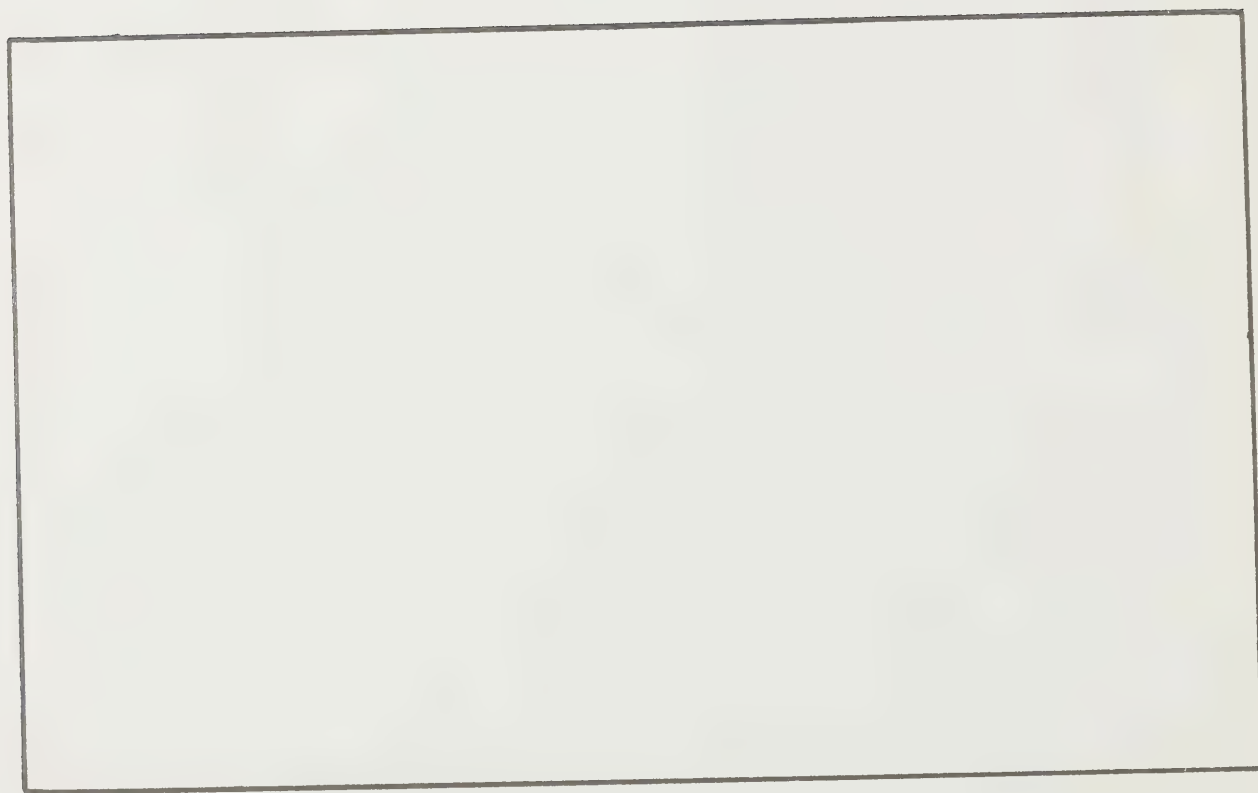
| | Annual | | % |
|--|--------|-------|-----|
| | 1982 | 1983 | |
| G.N.P. (Billions of Current Dollars) | 403.1 | 411.6 | 2.1 |
| G.N.P. (Billions of 1971 Constant Dollars) | 137.5 | 138.6 | 0.8 |
| G.N.E. Implicit Price Index (1971 = 100) | 293.2 | 297.0 | 1.3 |

The Gross National Product for the first quarter of 1984 rose 2.1% to \$411.6 billion. Real GNP after allowing for an increase of 1.3% in the implicit deflator rose 0.8%.

Merchandise exports were the major source of growth this quarter. Although down slightly from the previous quarter merchandise exports were up 8.9% in volume terms. This growth was concentrated in motor vehicles and parts which accounted for two-thirds of the increase. The auto industry had a great impact on the economy with motor vehicle production and sales playing major roles in exports, imports, consumer spending and inventory accumulation as well as profit growth of non-financial corporations.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Research
Branch

Economic
and Social
Research
Directorate

Commission canadienne
des transports

Direction
de la recherche

Direction
de la recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | August | | | Year to Date | | |
|--------------------------|--------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,491 | 2,645 | 6 | 13,351 | 13,280 | - 1 |
| Iron Ore | 1,303 | 1,462 | 12 | 5,695 | 7,132 | 25 |
| Other Bulk | 657 | 828 | 26 | 3,655 | 3,903 | 7 |
| | 4,451 | 4,935 | 11 | 22,701 | 24,315 | 7 |
| General | 418 | 656 | 57 | 1 525 | 2,995 | 96 |
| Other | 46 | 22 | -52 | 296 | 333 | 12 |
| Grand Total | 4,915 | 5,613 | 14 | 24,522 | 27,643 | 13 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,501 | 2,722 | 9 | 13,528 | 13,878 | 2 |
| Iron Ore | 1,158 | 1,480 | 28 | 5,048 | 6,447 | 28 |
| Coal | 664 | 617 | - 7 | 2,836 | 4,702 | 66 |
| Other Bulk | 761 | 1,103 | 44 | 4,022 | 4,624 | 15 |
| | 5,084 | 5,922 | 16 | 25,434 | 29,651 | 16 |
| General | 316 | 603 | 91 | 1,281 | 2,605 | 103 |
| Other | 43 | 6 | -86 | 132 | 89 | -32 |
| Grand Total | 5,443 | 6,531 | 20 | 26,847 | 32,345 | 20 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | August | | | Year to Date | | |
|------------------------------|--------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 275 | 262 | - 5 | 1,449 | 1,358 | - 6 |
| Ocean | 149 | 158 | 6 | 707 | 776 | 10 |
| | 424 | 420 | - 1 | 2,156 | 2,134 | - 1 |
| Welland Canal | | | | | | |
| Inland | 387 | 400 | 3 | 2,023 | 2,150 | 6 |
| Ocean | 121 | 135 | 11 | 588 | 671 | 14 |
| | 508 | 535 | 5 | 2,611 | 2,821 | 8 |

2. Rail

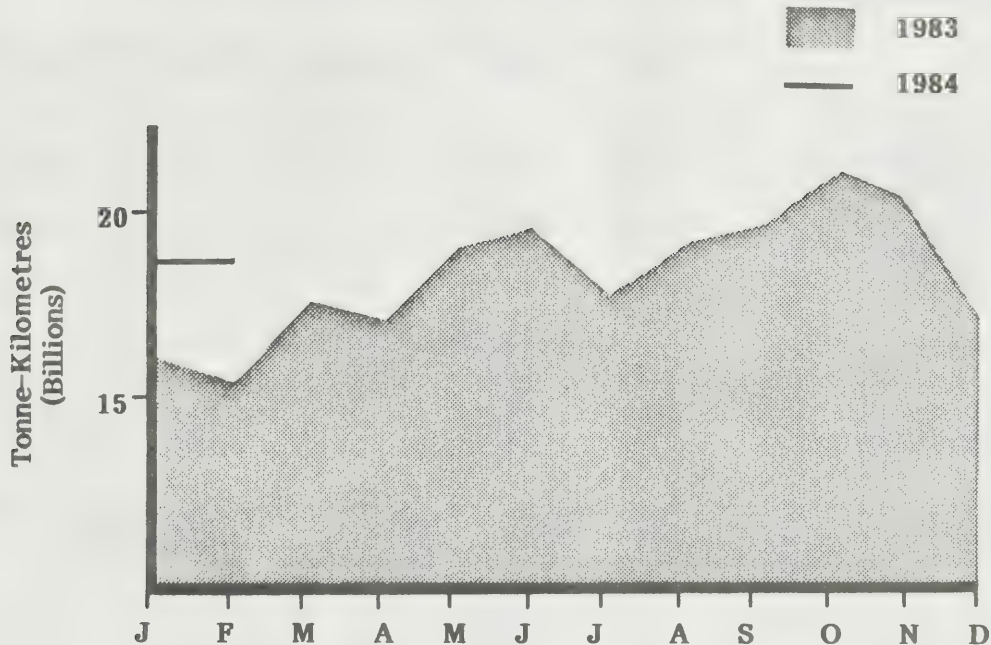
Operating Statistics*

(in millions)

| | February | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues (\$) | 479.9 | 569.3 | 19 | 962.4 | 1,124.2 | 17 |
| Operating Expenses (\$) | 472.3 | 536.5 | 14 | 959.5 | 1,080.0 | 13 |
| Operating Income (\$) | 7.5 | 32.8 | 334 | 2.9 | 44.2 | -- |
| Tonne-km, freight | 15,320.2 | 18,836.7 | 23 | 31,329.8 | 37,647.7 | 20 |
| Passenger-km, Intercity | 125.1 | 133.0 | 6 | 268.4 | 274.3 | 2 |
| Total | 125.8 | 133.7 | 6 | 269.9 | 275.7 | 2 |
| Passengers, Intercity | 0.412 | 0.460 | 12 | 0.827 | 0.905 | 9 |
| Total | 0.438 | 0.486 | 11 | 0.884 | 0.960 | 9 |
| Freight Train-km | 6.9 | 8.0 | 17 | 13.7 | 16.1 | 17 |
| Freight Car-km | 510.6 | 610.8 | 20 | 1,019.9 | 1,190.4 | 17 |
| Passenger Car-km | 8.3 | 8.2 | - 1 | 18.2 | 17.5 | - 4 |

*The above Table comprises data pertaining to the seven largest rail-ways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | June | | | Year to date | | |
|--------------------------------|---------------|---------------|-----------|----------------|----------------|-----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 17,677 | 19,634 | 11 | 93,840 | 111,867 | 19 |
| Non-Carload Traffic | 37 | 3 | -91 | 203 | 18 | -91 |
| Piggyback Traffic | 828 | 929 | 12 | 4,594 | 5,528 | 20 |
| Receipts from U.S. Connections | 1,177 | 1,222 | 4 | 6,472 | 7,080 | 9 |
| Total Traffic Carried | 19,719 | 21,788 | 10 | 105,109 | 124,493 | 18 |

Major Commodity Changes:

| | | | | | | |
|---|-------|-------|-----|--------|--------|-----|
| Wheat | 2,745 | 3,145 | 15 | 12,001 | 11,349 | - 5 |
| Iron Ore & Conc. | 2,589 | 2,985 | 15 | 15,409 | 18,233 | 18 |
| Coal | 2,589 | 2,985 | 34 | 11,746 | 18,012 | 53 |
| Copper-nickel Ores and Concentrates | 322 | 408 | 26 | 896 | 2,358 | 163 |
| Potash | 571 | 599 | 5 | 4,126 | 5,456 | 32 |
| Grain (other than wheat) | 1,022 | 626 | -38 | 4,728 | 4,841 | 2 |
| Iron and Steel - Primary & Manufactured | 291 | 365 | 26 | 1,569 | 2,250 | 43 |

3. Air

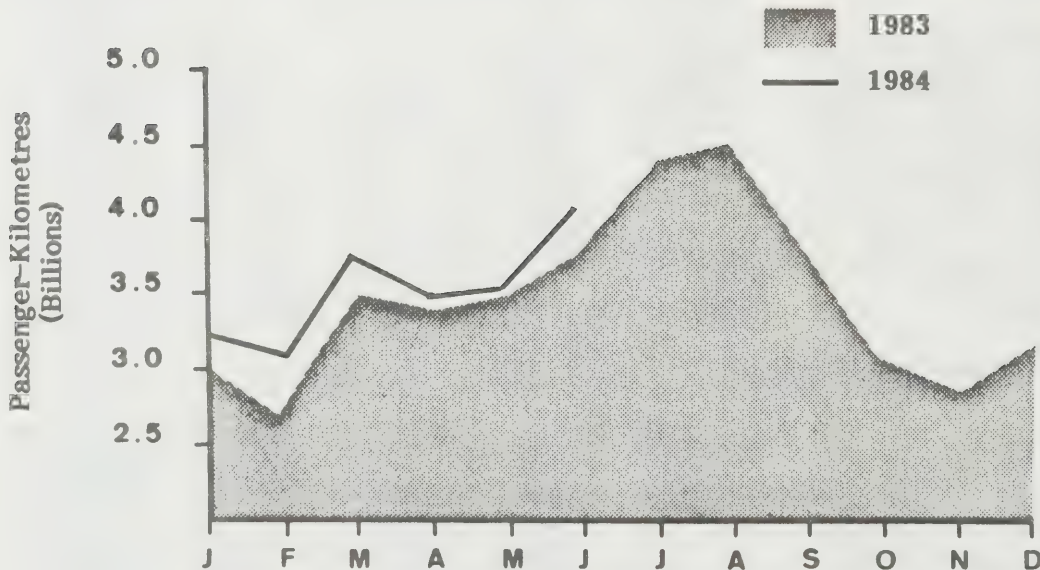
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | June | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 348.0 | 392.5 | 13 | 1,835.8 | 2,006.7 | 9 |
| Operating Expenses(\$) | 327.7 | 350.3 | 7 | 1,890.4 | 1,990.8 | 5 |
| Operating Income(\$) | 20.3 | 42.3 | 108 | -54.6 | 15.9 | -- |
| Enplaned Passengers | 1.79 | 1.99 | 11 | 10.20 | 11.01 | 8 |
| Passenger-km | 3,756.1 | 4,103.2 | 9 | 19,980.0 | 21,325.2 | 7 |
| Goods Tonne-km | 77.2 | 93.1 | 20 | 459.6 | 525.8 | 14 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | II Quarter | | | Year to date | | |
|--------|------------|---------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | 925 | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 256,891 | 294,996 | 15 | 291,796 | 333,368 | 14 |
| South | 59,099 | 113,897 | 93 | 274,289 | 403,761 | 47 |
| U.S.A. | 361,498 | 328,147 | - 9 | 1,133,821 | 996,901 | -12 |
| Total | 678,413 | 836,727 | 23 | 1,701,017 | 1,883,767 | 8 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | III Quarter | | |
|----------------------------|-------------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 3,439 | 3,335 | - 3 |
| 2. Vancouver International | 1,739 | 1,726 | - 1 |
| 3. Montreal International | 1,428 | 1,345 | - 6 |
| 4. Calgary International | 1,072 | 1,023 | - 5 |
| 5. Winnipeg International | 582 | 548 | - 6 |
| 6. Edmonton International | 598 | 523 | -12 |
| 7. Ottawa International | 492 | 435 | -12 |
| 8. Halifax International | 449 | 427 | - 5 |
| 9. Mirabel International | 349 | 371 | 6 |
| 10. Edmonton Municipal | 162 | 166 | 3 |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | July | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 24,093 | 21,038 | -13 | 134,258 | 125,798 | - 6 |
| Urban-Suburban & Other Services | 5,233 | 5,350 | 2 | 36,899 | 38,624 | 5 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,749 | 2,420 | -12 | 17,621 | 16,420 | - 7 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 18,929 | 17,646 | - 7 | 114,131 | 110,621 | - 3 |
| Urban-Suburban & Other Services | 3,510 | 4,502 | 28 | 24,791 | 27,461 | 11 |

*Figures not available.

Urban Transit

(in millions)

| | June | | | Year to Date | | |
|---|--------------|--------------|----------|--------------|--------------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 86.9 | 88.3 | 2 | 542.6 | 564.3 | 4 |
| Trolley, Coach, Street- car, Subway, etc. | 26.6 | 27.1 | 2 | 144.7 | 146.8 | 1 |
| Other Services** | * | * | | * | * | |
| Total | 113.5 | 115.4 | 2 | 687.2 | 711.1 | 3 |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|----------|--------------|--------------|----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.5 | 42.4 | - 5 | 263.0 | 264.3 | 0.5 |
| Trolley, Coach, Street- car, Subway, etc. | 15.2 | 15.0 | - 1 | 85.3 | 86.3 | 1 |
| Other Services** | 0.6 | 0.7 | 7 | 3.2 | 3.3 | 1 |
| Total | 60.3 | 58.1 | 4 | 351.6 | 353.9 | 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars Operated During IV Quarter, 1983*

| | 1982 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | June | | | Year to Date | | |
|---------------------|-------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 88.5 | 102.2 | 15 | 435.6 | 527.1 | 21 |
| Commercial Vehicles | 24.3 | 30.8 | 27 | 117.7 | 163.5 | 39 |
| Total | 112.8 | 133.1 | 18 | 553.4 | 690.6 | 25 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | June | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 3,598 | 3,800 | 6 | 13,073 | 13,113 | 0.3 |
| All Other Countries | 249 | 256 | 3 | 675 | 714 | 6 |
| Total | 3,847 | 4,056 | 5 | 13,749 | 13,827 | 1 |
| Residents of Canada: | | | | | | |
| United States | 3,273 | 3,078 | - 6 | 17,613 | 17,481 | - 1 |
| All Other Countries | 117 | 144 | 23 | 885 | 1,044 | 18 |
| Total | 3,391 | 3,222 | - 5 | 18,498 | 18,526 | -- |
| Grand total | 7,238 | 7,278 | 1 | 32,247 | 32,354 | 0.3 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | May | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Motor Gasoline | 2,864 | 2,918 | 2 | 12,823 | 12,947 | 1 |
| Diesel Fuel Oil | 1,337 | 1,456 | 9 | 4,956 | 5,725 | 15 |
| All Other Products | 2,267 | 2,311 | 2 | 13,554 | 13,553 | -- |
| Total Petroleum Products | 6,468 | 6,685 | 3 | 31,333 | 32,225 | 3 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | III Quarter | | | Year to date | | |
|---|-------------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 77.4 | 87.8 | 13 | 285.5 | 258.6 | - 9 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 317.0 | 305.0 | - 4 | 886.8 | 836.5 | - 6 |
| Residential & Agriculture | 69.6 | 63.8 | - 8 | 325.5 | 279.0 | -14 |
| Commercial, Other Institutional & Pipelines | 78.4 | 70.2 | -10 | 269.8 | 230.6 | -14 |
| Energy Use-Final demand* | 627.8 | 610.6 | - 3 | 2,005.5 | 1,818.3 | - 9 |
| Producer Consumption | 56.3 | 55.5 | - 1 | 175.1 | 157.0 | -10 |
| Non-Energy Use | 106.8 | 99.9 | - 6 | 237.2 | 227.2 | - 4 |
| Net Supply | 806.1 | 781.4 | - 3 | 2,156.1 | 2,242.6 | - 9 |

*1982 Final Demand to Date = 0.000024 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 371.4 | 394.4 | 6 | 1,311.9 | 1,241.8 | - 5 |
| Rail | 20.9 | 20.4 | - 2 | 64.1 | 59.1 | - 8 |
| Air | 33.5 | 33.8 | 1 | 93.0 | 88.4 | - 5 |
| Marine | 30.9 | 29.5 | - 4 | 80.7 | 66.0 | -18 |
| Road, Urban Transit & Retail Pump Sales | 318.4 | 307.3 | - 3 | 890.9 | 842.8 | - 5 |
| Residential & Agriculture | 184.2 | 183.1 | - 1 | 990.1 | 898.4 | - 9 |
| Commercial, Other Institutional & Pipelines | 200.1 | 194.5 | - 3 | 843.1 | 759.4 | -10 |
| Energy Use- Final Demand** | 1,159.5 | 1,163.1 | 0.3 | 4,273.8 | 3,956.0 | - 7 |
| Producer Consumption | 74.2 | 80.7 | 9 | 232.5 | 228.4 | - 2 |
| Non-Energy Use | 143.7 | 148.3 | 3 | 344.6 | 369.6 | 7 |
| Net Supply | 1,373.6 | 1,402.2 | 2 | 4,805.7 | 4,545.4 | - 5 |

**1982 Final Demand to Date = 0.000047 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change Aug. '84 from | |
|-----------------------|-------|-------|-------|---------------------------|----------|
| | Aug. | July | Aug. | Aug. '83 | July '84 |
| Consumer Price Index: | | | | | |
| All items | 118.5 | 122.9 | 122.9 | 3.7 | -- |
| Public Transport | 133.2 | 145.1 | 146.4 | 9.9 | 0.9 |
| Gasoline | 137.2 | 138.2 | 135.0 | -1.6 | -2.4 |

| (1971 = 100) | 1982 | 1983 | | % Change IV Qtr. '83 from | |
|---------------------|--------|---------|--------|------------------------------|-------------|
| | IV Qtr | III Qtr | IV Qtr | IV Qtr '82 | III Qtr '83 |
| Travel Price Index: | 308.5 | 320.3 | 319.1 | 3.4 | -0.4 |

| (1971 = 100) | 1983 | 1984 | | % Change July '84 from | |
|---|-------|-------|-------|---------------------------|----------|
| | July | June | July | July '83 | June '84 |
| Industry Selling Price Index (Manufacturing) | 300.4 | 310.8 | 312.3 | 4.0 | 0.5 |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | Aug. | July | Aug. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.8 | 11.0 | 11.2 |
| Unadjusted | 10.9 | 10.3 | 10.5 |
| No. Employed('000)* | 11,270 | 11,563 | 11,515 |
| No. Unemployed('000)* | 1,375 | 1,326 | 1,347 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1983 | 1984 | | % Change June '84 from | |
|-------------------|-------|-------|-------|---------------------------|---------|
| | June | May | June | June '83 | May '84 |
| Total | 143.9 | 148.1 | 148.7 | 3.3 | 0.4 |
| Goods Producing | 127.1 | 131.3 | 131.8 | 3.7 | 0.4 |
| Service Producing | 155.4 | 159.5 | 160.2 | 3.1 | 0.4 |
| Transportation | 134.6 | 147.4 | 145.9 | 8.4 | -1.0 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|---------|---------|----------|---------|---------|----------|
| Aug. 31 | Sept. 7 | Sept. 14 | Aug. 29 | Sept. 5 | Sept. 12 |
| 81.21 | 81.16 | 81.18 | 76.98 | 76.92 | 76.18 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|---------|---------|----------|---------|---------|----------|
| Sept. 1 | Sept. 8 | Sept. 15 | Aug. 30 | Sept. 6 | Sept. 13 |
| 9.54 | 9.52 | 9.50 | 12.38 | 12.39 | 12.38 |

6. Gross National Product (G.N.P.)

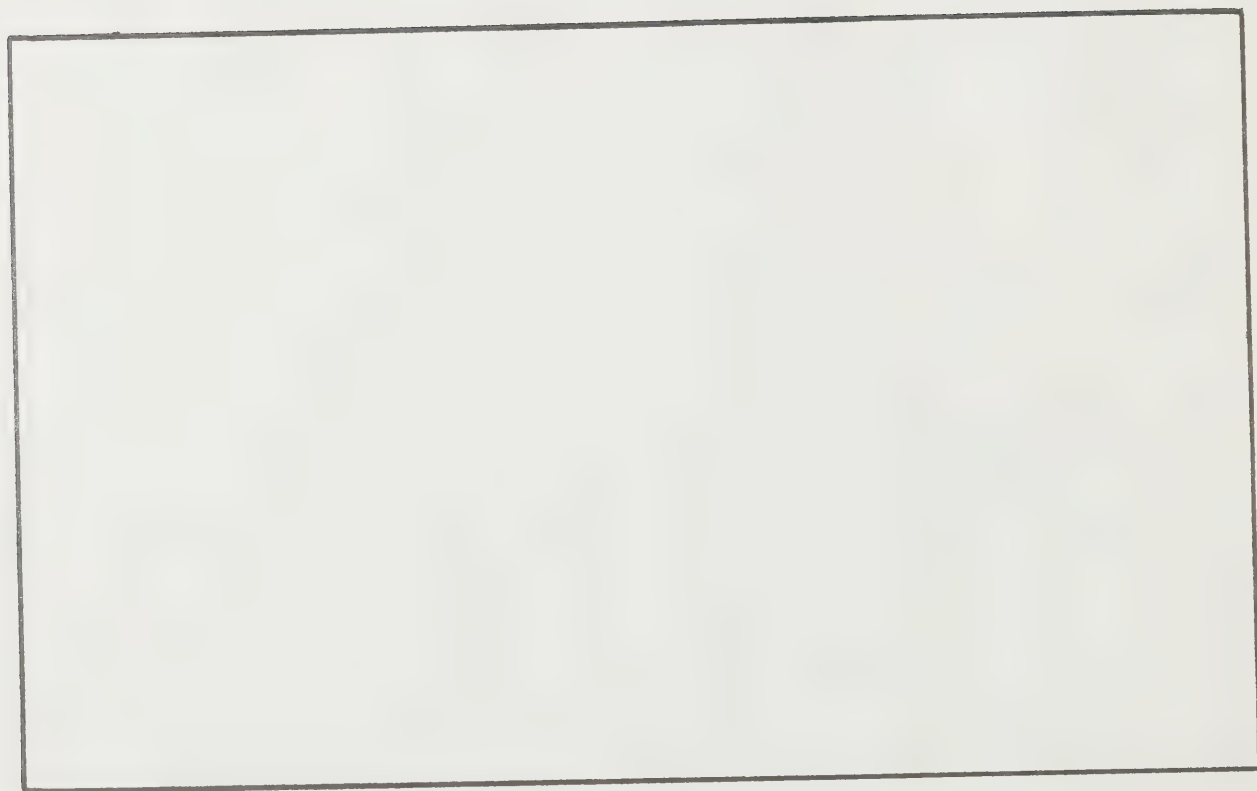
| | I Quarter 1984 | II Quarter 1984 | % |
|---|-------------------|--------------------|-----|
| G.N.P. (Billions of Current Dollars) | 410.8 | 418.9 | 2.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 138.5 | 139.5 | 0.7 |
| G.N.E. Implicit Price Index (1971 = 100) | 296.5 | 300.3 | 1.2 |

The Gross National Product in the second quarter of 1984 rose 2.0% to \$418.9 billion. Real GNP after allowing for an increase of 1.2% in the implicit deflator rose 0.7%.

In contrast to the first quarter when growth in economic activity was dominated by the auto industry, growth in the second quarter was moderate and broadly based. During this quarter personal expenditure recorded modest growth and building activity both residential and non-residential increased. Investment in machinery and equipment fell while inventory investment increased mainly due to an accumulation of durable goods.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CAI
TAILS
- 1963

Gouvernement
Publications



**Canadian Transport
Commission**

**Research
Branch**

**Economic
and Social
Research
Directorate**

**Commission canadienne
des transports**

**Direction
de la recherche**

**Direction
de la recherche
économique
et sociale**

Canada

Transportation Intelligence Report

Volume 11 Number 10 October 1984

ISSN 0710-8753

I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | September | | | Year to Date | | |
|--------------------------|-----------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,727 | 2,546 | 6 | 16,078 | 15,755 | - 2 |
| Iron Ore | 1,208 | 1,355 | 12 | 6,904 | 8,493 | 23 |
| Other Bulk | 652 | 708 | 9 | 4,308 | 4,610 | 7 |
| | 4,587 | 4,609 | 0.5 | 27,290 | 28,858 | 6 |
| General | 308 | 393 | 28 | 1 833 | 3,355 | 83 |
| Other | 74 | 72 | - 3 | 368 | 457 | 24 |
| Grand Total | 4,969 | 5,074 | 2 | 29,491 | 32,670 | 11 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,923 | 2,622 | -10 | 16,451 | 16,441 | -- |
| Iron Ore | 1,058 | 1,225 | 16 | 6,106 | 7,674 | 26 |
| Coal | 638 | 1,084 | 70 | 3,474 | 5,810 | 67 |
| Other Bulk | 857 | 772 | -10 | 4,880 | 5,351 | 10 |
| | 5,476 | 5,703 | 4 | 30,911 | 35,276 | 14 |
| General | 314 | 368 | 17 | 1,595 | 2,934 | 84 |
| Other | 41 | 17 | -58 | 172 | 138 | -20 |
| Grand Total | 5,831 | 6,088 | 4 | 32,678 | 38,348 | 17 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>September</u> | | | <u>Year to Date</u> | | |
|-----------------------|------------------|------|----------|---------------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 271 | 248 | - 8 | 1,720 | 1,602 | - 7 |
| Ocean | 167 | 162 | - 3 | 874 | 938 | 7 |
| | 438 | 410 | - 6 | 2,594 | 2,540 | - 2 |
| Welland Canal | | | | | | |
| Inland | 388 | 396 | 2 | 2,411 | 2,542 | 5 |
| Ocean | 158 | 140 | -11 | 746 | 811 | 9 |
| | 546 | 536 | - 2 | 3,157 | 3,353 | 6 |

2. Rail

Operating Statistics*

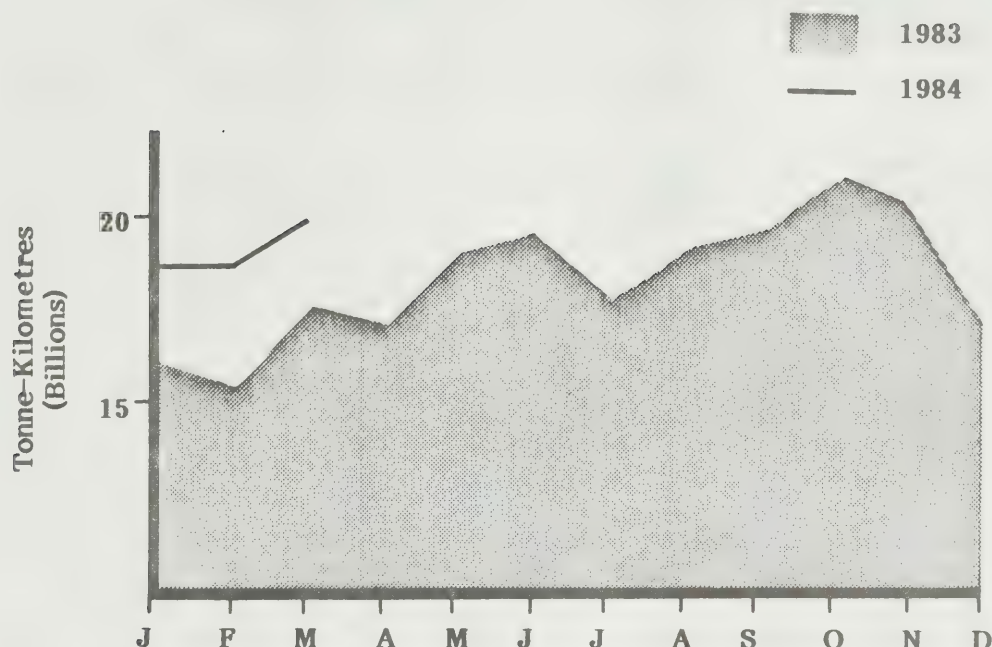
(in millions)

| | <u>April</u> | | | <u>Year to Date</u> | | |
|-------------------------|--------------|----------|----------|---------------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues (\$) | 586.9 | 617.6 | 5 | 2,183.6 | 2,362.9 | 8 |
| Operating Expenses (\$) | 516.2 | 554.2 | 7 | 2,042.1 | 2,195.2 | 7 |
| Operating Income (\$) | 70.6 | 63.4 | -10 | 141.5 | 167.7 | 18 |
| Tonne-km, freight | 17,032.7 | 19,903.1 | 17 | 65,898.9 | 77,373.3 | 17 |
| Passenger-km, Intercity | 152.3 | 155.7 | 2 | 583.1 | 596.7 | 2 |
| Total | 152.9 | 156.3 | 2 | 585.8 | 599.2 | 2 |
| Passengers, Intercity | 0.420 | 0.466 | 11 | 1.756 | 1.927 | 10 |
| Total | 0.443 | 0.487 | 10 | 1.860 | 2.028 | 9 |
| Freight Train-km | 7.4 | 8.3 | 12 | 28.8 | 32.8 | 14 |
| Freight Car-km | 569.1 | 637.4 | 12 | 2,178.7 | 2,471.3 | 13 |
| Passenger Car-km | 9.4 | 9.7 | 3 | 37.5 | 37.0 | - 1 |

*The above Table comprises data pertaining to the seven largest rail-ways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | July | | | Year to date | | |
|-------------------------------------|---------------|---------------|-----------|----------------|----------------|-----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 14,144 | 19,166 | 35 | 107,984 | 131,031 | 21 |
| Non-Carload Traffic | 34 | 5 | -86 | 237 | 23 | -90 |
| Piggyback Traffic | 782 | 883 | 13 | 5,376 | 6,410 | 19 |
| Receipts from U.S. Connections | 946 | 1,024 | 8 | 7,418 | 8,107 | 9 |
| Total Traffic Carried | 15,907 | 21,077 | 32 | 121,016 | 145,571 | 20 |
| Major Commodity Changes: | | | | | | |
| Wheat | 2,617 | 3,251 | 24 | 14,618 | 14,600 | -- |
| Iron Ore & Conc. | 940 | 2,371 | 152 | 16,349 | 20,604 | 26 |
| Coal | 1,638 | 3,480 | 112 | 13,384 | 21,493 | 61 |
| Copper-nickel Ores and Concentrates | 44 | 78 | 77 | 940 | 2,435 | 159 |
| Sulphur | 465 | 654 | 41 | 3,078 | 4,393 | 32 |
| Fertilizers (excluding potash) | 88 | 238 | 169 | 1,285 | 1,682 | 31 |
| Newsprint paper | 299 | 452 | 51 | 2,281 | 3,072 | 35 |

3. Air

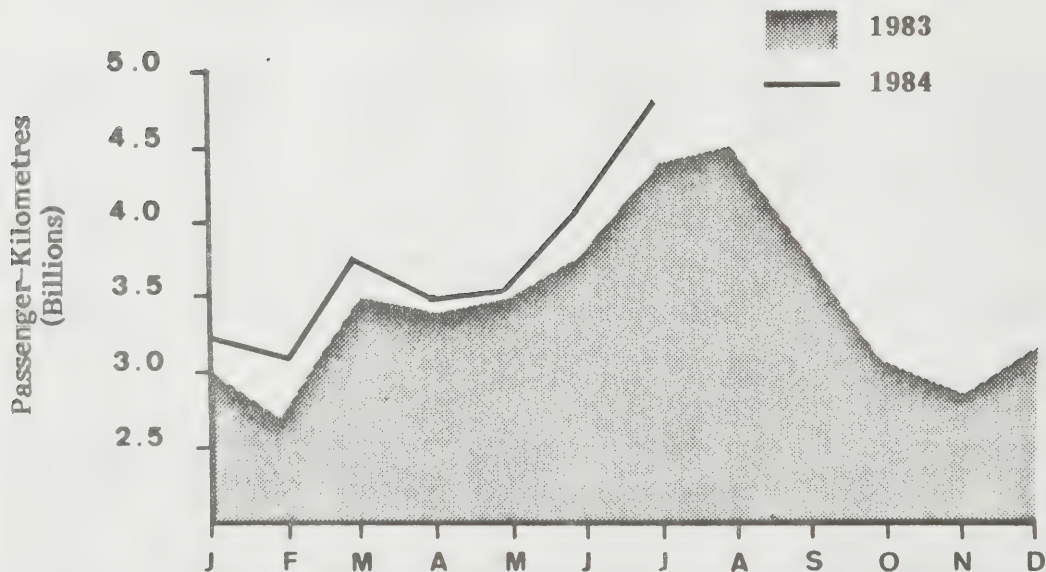
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | July | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 383.1 | 422.7 | 10 | 2,219.9 | 2,429.4 | 9 |
| Operating Expenses(\$) | 352.7 | 377.6 | 7 | 2,243.1 | 2,368.4 | 6 |
| Operating Income(\$) | 30.4 | 45.1 | 48 | -23.1 | 61.0 | -- |
| Enplaned Passengers | 1.96 | 2.12 | 8 | 12.16 | 13.10 | 8 |
| Passenger-km | 4,433.6 | 4,806.4 | 8 | 24,413.4 | 26,131.6 | 7 |
| Goods Tonne-km | 78.3 | 93.6 | 20 | 537.9 | 619.4 | 15 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | III Quarter | | | Year to date | | |
|--------|-------------|---------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 493,625 | 477,179 | - 3 | 785,421 | 810,547 | 3 |
| South | 31,744 | 55,203 | 74 | 306,033 | 458,964 | 50 |
| U.S.A. | 161,796 | 197,485 | 22 | 1,295,617 | 1,194,386 | - 8 |
| Total | 687,165 | 729,876 | 6 | 2,388,182 | 2,563,634 | 7 |

Scheduled Air Passenger Origin and Destination (passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | IV Quarter | | |
|----------------------------|------------|-------|----------|
| | 1982 | 1983 | % Change |
| 1. Toronto International | 2,611 | 2,957 | 13 |
| 2. Vancouver International | 1,202 | 1,374 | 14 |
| 3. Montreal International | 1,182 | 1,273 | 8 |
| 4. Calgary International | 773 | 862 | 11 |
| 5. Winnipeg International | 418 | 498 | 19 |
| 6. Ottawa International | 407 | 475 | 17 |
| 7. Edmonton International | 404 | 436 | 8 |
| 8. Halifax International | 314 | 358 | 14 |
| 9. Mirabel International | 203 | 220 | 9 |
| 10. Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | August | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 24,914 | 22,464 | -10 | 159,172 | 148,263 | - 7 |
| Urban-Suburban & Other Services | 4,650 | 5,561 | 19 | 41,548 | 44,184 | 6 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,835 | 2,534 | -11 | 20,456 | 18,955 | - 4 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 19,059 | 18,013 | - 5 | 133,190 | 128,634 | - 3 |
| Urban-Suburban & Other Services | 3,491 | 4,276 | 22 | 28,283 | 31,738 | 12 |

*Figures not available.

Urban Transit

(in millions)

| | August | | | Year to Date | | |
|---|--------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 74.1 | 66.0 | -11 | 688.5 | 699.9 | 2 |
| Trolley, Coach, Street- car, Subway, etc. | 22.2 | 21.8 | - 2 | 188.6 | 190.4 | 1 |
| Other Services** | * | * | | * | * | |
| Total | 96.4 | 87.8 | - 9 | 877.1 | 890.3 | 1 |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 41.9 | 38.7 | - 8 | 345.9 | 341.3 | - 1 |
| Trolley, Coach, Street- car, Subway, etc. | 13.9 | 12.8 | - 8 | 112.8 | 111.7 | - 1 |
| Other Services** | 0.5 | 0.5 | 5 | 4.1 | 4.3 | 3 |
| Total | 56.3 | 52.0 | - 8 | 462.8 | 457.3 | - 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars Operated During IV Quarter, 1983*

| | 1982 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | July | | | Year to Date | | |
|---------------------|------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 65.0 | 80.2 | 23 | 500.6 | 607.3 | 21 |
| Commercial Vehicles | 18.3 | 24.5 | 34 | 136.0 | 188.0 | 38 |
| Total | 83.2 | 104.7 | 26 | 636.6 | 795.3 | 25 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | July | | | Year to Date | | |
|--------------------------|--------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 5,433 | 5,325 | - 2 | 18,506 | 18,439 | -0.4 |
| All Other Countries | 326 | 338 | 4 | 1,001 | 1,052 | 5 |
| Total | 5,759 | 5,664 | - 2 | 19,508 | 19,491 | -- |
| Residents of Canada: | | | | | | |
| United States | 4,957 | 4,202 | -15 | 22,570 | 21,684 | - 4 |
| All Other Countries | 148 | 165 | 11 | 1,033 | 1,209 | 17 |
| Total | 5,105 | 4,367 | -14 | 23,603 | 22,893 | - 3 |
| Grand total. | 10,864 | 10,031 | - 8 | 43,111 | 42,384 | - 2 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | June | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Motor Gasoline | 2,890 | 2,814 | - 3 | 15,712 | 15,761 | 0.3 |
| Diesel Fuel Oil | 1,276 | 1,317 | - 3 | 6,232 | 6,977 | 12 |
| All Other Products | 2,276 | 2,214 | - 3 | 15,830 | 15,901 | 0.4 |
| Total Petroleum Products | 6,441 | 6,346 | - 1 | 37,774 | 38,639 | 2 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | IV Quarter | | | Year to date | | |
|---|------------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2 | 371.2 | 321.6 | -13 |
| Rail | 19.9 | 21.8 | 10 | 84.0 | 79.3 | - 5 |
| Air | 25.9 | 28.7 | 11 | 118.9 | 116.4 | - 2 |
| Marine | 30.9 | 24.6 | -20 | 111.6 | 89.2 | -20 |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3 | 1,174.7 | 1,152.2 | - 2 |
| Residential & Agriculture | 112.4 | 121.3 | 8 | 437.9 | 402.3 | - 8 |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5 | 358.8 | 321.4 | -10 |
| Energy Use-Final demand* | 651.7 | 665.0 | 2 | 2,657.2 | 2,482.4 | - 7 |
| Producer Consumption | 58.9 | 56.1 | - 5 | 234.0 | 213.1 | - 9 |
| Non-Energy Use | 76.2 | 73.5 | - 4 | 313.4 | 301.8 | - 4 |
| Net Supply | 798.5 | 809.7 | 1 | 3,256.0 | 3,053.3 | - 6 |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 422.0 | 482.3 | 14 | 1,732.8 | 1,709.3 | - 1 |
| Rail | 19.9 | 21.8 | 10 | 84.0 | 79.3 | - 5 |
| Air | 25.9 | 28.7 | 11 | 118.9 | 116.4 | - 2 |
| Marine | 30.9 | 24.6 | -20 | 111.6 | 89.2 | -20 |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4 | 1,180.3 | 1,161.7 | - 2 |
| Residential & Agriculture | 329.6 | 376.9 | 14 | 1,318.2 | 1,284.1 | - 3 |
| Commercial, Other Institutional & Pipelines | 285.2 | 303.1 | 6 | 1,129.4 | 1,075.3 | - 5 |
| Energy Use- Final Demand** | 1,402.9 | 1,537.7 | 10 | 5,675.3 | 5,515.3 | - 3 |
| Producer Consumption | 109.3 | 99.5 | - 9 | 344.8 | 327.8 | - 5 |
| Non-Energy Use | 112.0 | 129.3 | 15 | 457.7 | 502.3 | 10 |
| Net Supply | 1,668.5 | 1,805.9 | 8 | 6,479.7 | 6,376.6 | - 2 |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change Sept. '84 from | |
|-----------------------|-------|-------|-------|----------------------------|----------|
| | Sept. | Aug. | Sept. | Sept. '83 | Aug. '84 |
| Consumer Price Index: | | | | | |
| All items | 118.5 | 122.9 | 123.0 | 3.8 | -- |
| Public Transport | 127.3 | 146.4 | 144.5 | 13.5 | -1.3 |
| Gasoline | 135.9 | 135.0 | 135.4 | -0.4 | 0.3 |

| (1981 = 100) | 1983 | | 1984 | % Change I Qtr. '84 from | |
|---------------------|-------|--------|-------|-----------------------------|------------|
| | I Qtr | IV Qtr | I Qtr | I Qtr '83 | IV Qtr '83 |
| Travel Price Index: | 117.6 | 122.5 | 124.2 | 5.6 | 1.4 |

| (1971 = 100) | 1983 | 1984 | | % Change Aug. '84 from | |
|---|-------|-------|-------|---------------------------|----------|
| | Aug. | July | Aug. | Aug. '83 | July '84 |
| Industry Selling Price Index (Manufacturing) | 301.3 | 312.5 | 312.2 | 3.6 | -- |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | Sept. | Aug. | Sept. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.3 | 11.2 | 11.8 |
| Unadjusted | 10.4 | 10.5 | 10.9 |
| No. Employed('000)* | 10,952 | 11,515 | 11,163 |
| No. Unemployed('000)* | 1,269 | 1,347 | 1,363 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1983 | 1984 | | % Change July '84 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| | July | June | July | July '83 | June '84 |
| Total | 143.9 | 149.1 | 151.2 | 5.1 | 1.4 |
| Goods Producing | 126.8 | 132.6 | 137.1 | 8.1 | 3.4 |
| Service Producing | 155.5 | 160.3 | 160.7 | 3.3 | -- |
| Transportation | 133.8 | 146.0 | 148.9 | 11.3 | 2.0 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Oct. 5 | Oct. 12 | Oct. 19 | Oct. 3 | Oct. 10 | Oct. 17 |
| 81.17 | 81.22 | 81.17 | 76.00 | 75.92 | 75.60 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Oct. 6 | Oct. 13 | Oct. 20 | Oct. 4 | Oct. 11 | Oct. 18 |
| 9.45 | 9.48 | 9.45 | 12.25 | 12.23 | 12.11 |

6. Gross National Product (G.N.P.)

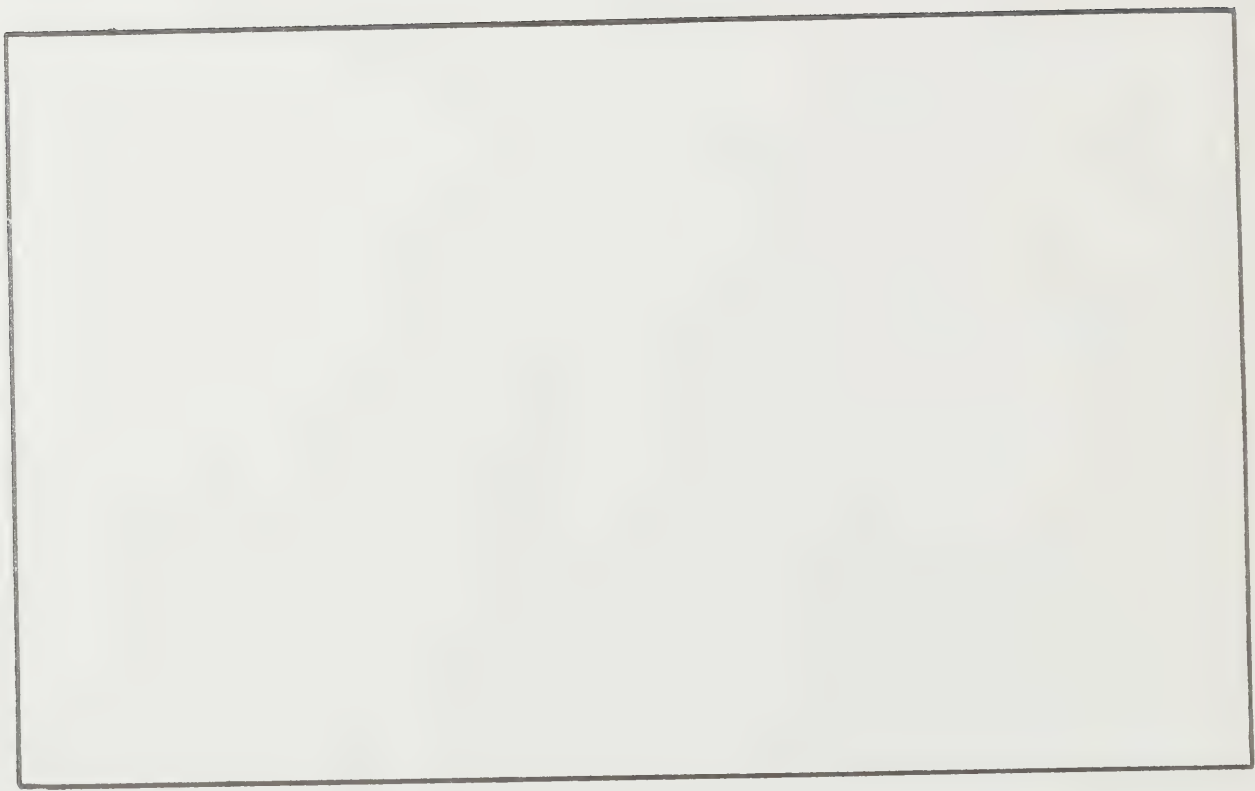
| | I Quarter 1984 | II Quarter 1984 | % |
|---|-------------------|--------------------|-----|
| G.N.P. (Billions of Current Dollars) | 410.8 | 418.9 | 2.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 138.5 | 139.5 | 0.7 |
| G.N.E. Implicit Price Index (1971 = 100) | 296.5 | 300.3 | 1.2 |

The Gross National Product in the second quarter of 1984 rose 2.0% to \$418.9 billion. Real GNP after allowing for an increase of 1.2% in the implicit deflator rose 0.7%.

In contrast to the first quarter when growth in economic activity was dominated by the auto industry, growth in the second quarter was moderate and broadly based. During this quarter personal expenditure recorded modest growth and building activity both residential and non-residential increased. Investment in machinery and equipment fell while inventory investment increased mainly due to an accumulation of durable goods.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





**Canadian Transport
Commission**

**Research
Branch**

**Economic
and Social
Research
Directorate**

**Commission canadienne
des transports**

**Direction
de la recherche**

**Direction
de la recherche
économique
et sociale**

Canada

Transportation Intelligence Report

Volume 11 Number 10 October 1984

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I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports

(in thousands of tonnes)

| | November | | | Year to Date | | |
|------------|----------|--------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Halifax | 1,064 | 1,162 | 9 | 10,352 | 11,452 | 10 |
| Saint John | 725 | 717 | - 1 | 7,812 | 7,790 | -0.3 |
| Quebec | 2,067 | 1,531 | -25 | 16,547 | 14,402 | -13 |
| Montreal | 2,173 | 2,481 | 14 | 18,239 | 20,477 | 12 |
| Vancouver | 4,027 | 4,694 | 16 | 45,222 | 47,152 | 4 |
| Total | 10,057 | 10,586 | 5 | 98,172 | 101,273 | 3 |

St. Lawrence Seaway Tonnage*

(in thousands of tonnes)

| | September | | | Year to Date | | |
|--------------------------|-----------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| a) Montreal-Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,727 | 2,546 | 6 | 16,078 | 15,755 | - 2 |
| Iron Ore | 1,208 | 1,355 | 12 | 6,904 | 8,493 | 23 |
| Other Bulk | 652 | 708 | 9 | 4,308 | 4,610 | 7 |
| | 4,587 | 4,609 | 0.5 | 27,290 | 28,858 | 6 |
| General | 308 | 393 | 28 | 1 833 | 3,355 | 83 |
| Other | 74 | 72 | - 3 | 368 | 457 | 24 |
| Grand Total | 4,969 | 5,074 | 2 | 29,491 | 32,670 | 11 |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,923 | 2,622 | -10 | 16,451 | 16,441 | -- |
| Iron Ore | 1,058 | 1,225 | 16 | 6,106 | 7,674 | 26 |
| Coal | 638 | 1,084 | 70 | 3,474 | 5,810 | 67 |
| Other Bulk | 857 | 772 | -10 | 4,880 | 5,351 | 10 |
| | 5,476 | 5,703 | 4 | 30,911 | 35,276 | 14 |
| General | 314 | 368 | 17 | 1,595 | 2,934 | 84 |
| Other | 41 | 17 | -58 | 172 | 138 | -20 |
| Grand Total | 5,831 | 6,088 | 4 | 32,678 | 38,348 | 17 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | September | | | Year to Date | | |
|-----------------------|-----------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 271 | 248 | - 8 | 1,720 | 1,602 | - 7 |
| Ocean | 167 | 162 | - 3 | 874 | 938 | 7 |
| | 438 | 410 | - 6 | 2,594 | 2,540 | - 2 |
| Welland Canal | | | | | | |
| Inland | 388 | 396 | 2 | 2,411 | 2,542 | 5 |
| Ocean | 158 | 140 | -11 | 746 | 811 | 9 |
| | 546 | 536 | - 2 | 3,157 | 3,353 | 6 |

2. Rail

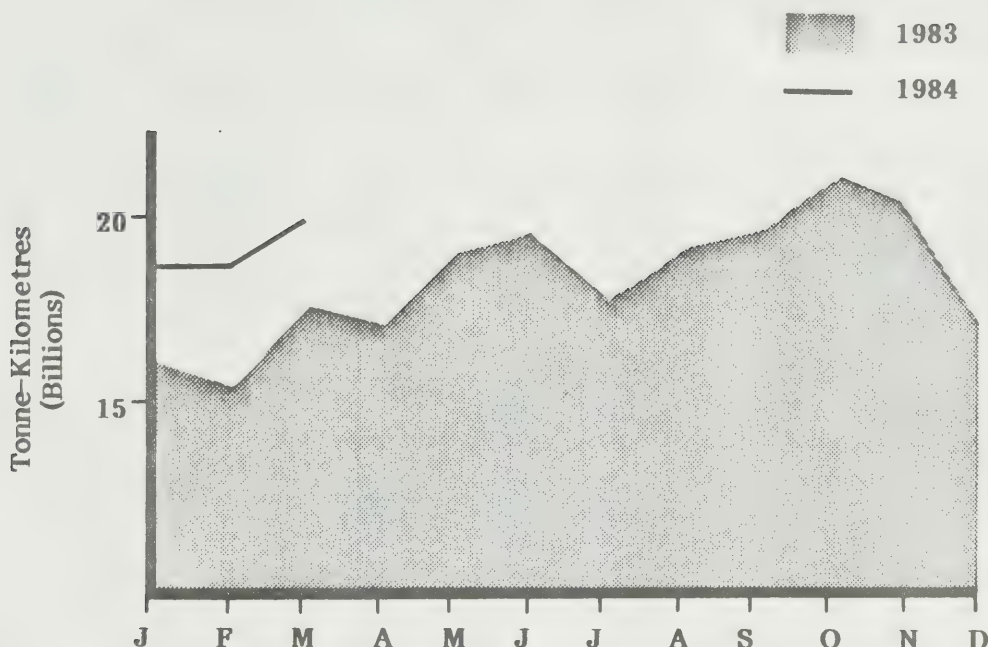
Operating Statistics*

(in millions)

| | April | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues (\$) | 586.9 | 617.6 | 5 | 2,183.6 | 2,362.9 | 8 |
| Operating Expenses (\$) | 516.2 | 554.2 | 7 | 2,042.1 | 2,195.2 | 7 |
| Operating Income (\$) | 70.6 | 63.4 | -10 | 141.5 | 167.7 | 18 |
| Tonne-km, freight | 17,032.7 | 19,903.1 | 17 | 65,898.9 | 77,373.3 | 17 |
| Passenger-km, Intercity | 152.3 | 155.7 | 2 | 583.1 | 596.7 | 2 |
| Total | 152.9 | 156.3 | 2 | 585.8 | 599.2 | 2 |
| Passengers, Intercity | 0.420 | 0.466 | 11 | 1.756 | 1.927 | 10 |
| Total | 0.443 | 0.487 | 10 | 1.860 | 2.028 | 9 |
| Freight Train-km | 7.4 | 8.3 | 12 | 28.8 | 32.8 | 14 |
| Freight Car-km | 569.1 | 637.4 | 12 | 2,178.7 | 2,471.3 | 13 |
| Passenger Car-km | 9.4 | 9.7 | 3 | 37.5 | 37.0 | - 1 |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | July | | | Year to date | | |
|--------------------------------|--------|--------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 14,144 | 19,166 | 35 | 107,984 | 131,031 | 21 |
| Non-Carload Traffic | 34 | 5 | -86 | 237 | 23 | -90 |
| Piggyback Traffic | 782 | 883 | 13 | 5,376 | 6,410 | 19 |
| Receipts from U.S. Connections | 946 | 1,024 | 8 | 7,418 | 8,107 | 9 |
| Total Traffic Carried | 15,907 | 21,077 | 32 | 121,016 | 145,571 | 20 |

Major Commodity Changes:

| | | | | | | |
|-------------------------------------|-------|-------|-----|--------|--------|-----|
| Wheat | 2,617 | 3,251 | 24 | 14,618 | 14,600 | -- |
| Iron Ore & Conc. | 940 | 2,371 | 152 | 16,349 | 20,604 | 26 |
| Coal | 1,638 | 3,480 | 112 | 13,384 | 21,493 | 61 |
| Copper-nickel Ores and Concentrates | 44 | 78 | 77 | 940 | 2,435 | 159 |
| Sulphur | 465 | 654 | 41 | 3,078 | 4,393 | 32 |
| Fertilizers (excluding potash) | 88 | 238 | 169 | 1,285 | 1,682 | 31 |
| Newsprint paper | 299 | 452 | 51 | 2,281 | 3,072 | 35 |

3. Air

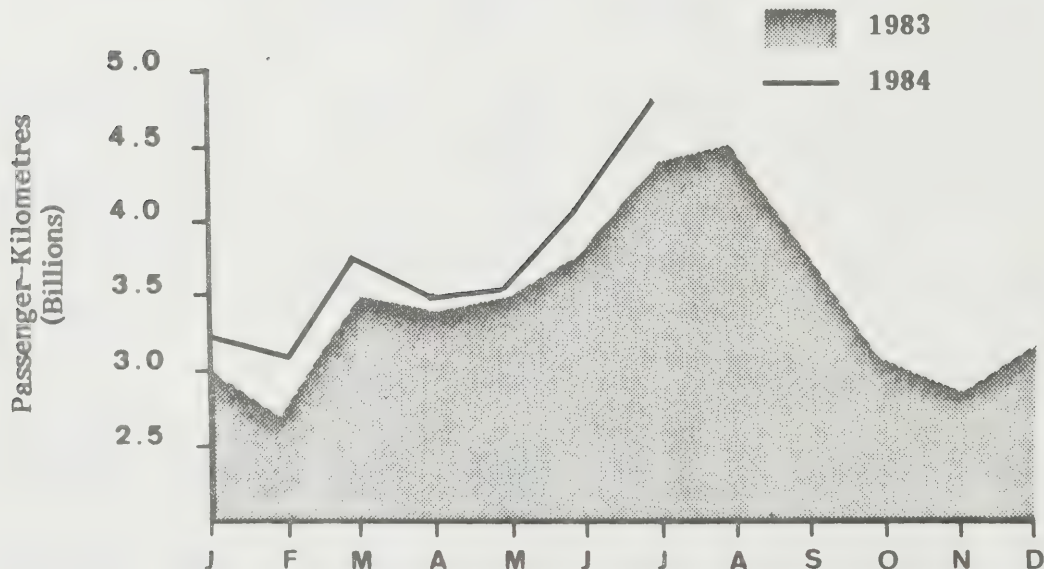
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services)

(in millions)

| | July | | | Year to Date | | |
|------------------------|---------|---------|----------|--------------|----------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Operating Revenues(\$) | 383.1 | 422.7 | 10 | 2,219.9 | 2,429.4 | 9 |
| Operating Expenses(\$) | 352.7 | 377.6 | 7 | 2,243.1 | 2,368.4 | 6 |
| Operating Income(\$) | 30.4 | 45.1 | 48 | -23.1 | 61.0 | -- |
| Enplaned Passengers | 1.96 | 2.12 | 8 | 12.16 | 13.10 | 8 |
| Passenger-km | 4,433.6 | 4,806.4 | 8 | 24,413.4 | 26,131.6 | 7 |
| Goods Tonne-km | 78.3 | 93.6 | 20 | 537.9 | 619.4 | 15 |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | III Quarter | | | Year to date | | |
|--------|-------------|---------|----------|--------------|-----------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 493,625 | 477,179 | - 3 | 785,421 | 810,547 | 3 |
| South | 31,744 | 55,203 | 74 | 306,033 | 458,964 | 50 |
| U.S.A. | 161,796 | 197,485 | 22 | 1,295,617 | 1,194,386 | - 8 |
| Total | 687,165 | 729,876 | 6 | 2,388,182 | 2,563,634 | 7 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | I Quarter | | | Year to date | | |
|--------------------|-----------|---------------|-----------|-------|----------|--------------|-------|----------|
| | | | 1981 | 1982 | % Change | 1981 | 1982 | % Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 292.3 | 276.9 | - 5 | 292.3 | 276.9 | - 5 |
| 2. | Ottawa | - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary | - Edmonton | 185.8 | 143.5 | -23 | 185.8 | 143.5 | -23 |
| 4. | Toronto | - Vancouver | 102.4 | 99.6 | - 3 | 102.4 | 99.6 | - 3 |
| 5. | Calgary | - Vancouver | 102.1 | 99.0 | - 3 | 102.1 | 99.0 | - 3 |
| <u>Transborder</u> | | | | | | | | |
| 1. | Toronto | - New York | 142.1 | 126.9 | -11 | 142.1 | 126.9 | -11 |
| 2. | Montreal | - New York | 72.0 | 69.7 | - 3 | 72.0 | 69.7 | - 3 |
| 3. | Toronto | - Chicago | 44.9 | 40.0 | -11 | 44.9 | 40.0 | -11 |
| 4. | Toronto | - Los Angeles | 45.9 | 39.9 | -13 | 45.9 | 39.9 | -13 |
| 5. | Vancouver | - Los Angeles | 36.4 | 28.7 | -21 | 36.4 | 28.7 | -21 |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|-------------------------|------------|-------|----------|
| | | 1982 | 1983 | % Change |
| 1. | Toronto International | 2,611 | 2,957 | 13 |
| 2. | Vancouver International | 1,202 | 1,374 | 14 |
| 3. | Montreal International | 1,182 | 1,273 | 8 |
| 4. | Calgary International | 773 | 862 | 11 |
| 5. | Winnipeg International | 418 | 498 | 19 |
| 6. | Ottawa International | 407 | 475 | 17 |
| 7. | Edmonton International | 404 | 436 | 8 |
| 8. | Halifax International | 314 | 358 | 14 |
| 9. | Mirabel International | 203 | 220 | 9 |
| 10. | Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)

(in thousands)

| | August | | | Year to Date | | |
|---------------------------------|--------|--------|----------|--------------|---------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 24,914 | 22,464 | -10 | 159,172 | 148,263 | - 7 |
| Urban-Suburban & Other Services | 4,650 | 5,561 | 19 | 41,548 | 44,184 | 6 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,835 | 2,534 | -11 | 20,456 | 18,955 | - 4 |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 19,059 | 18,013 | - 5 | 133,190 | 128,634 | - 3 |
| Urban-Suburban & Other Services | 3,491 | 4,276 | 22 | 28,283 | 31,738 | 12 |

*Figures not available.

Urban Transit

(in millions)

| | August | | | Year to Date | | |
|---|--------|------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 74.1 | 66.0 | -11 | 688.5 | 699.9 | 2 |
| Trolley, Coach, Street- car, Subway, etc. | 22.2 | 21.8 | - 2 | 188.6 | 190.4 | 1 |
| Other Services** | * | * | | * | * | |
| Total | 96.4 | 87.8 | - 9 | 877.1 | 890.3 | 1 |

Total Distance Run:

| | | | | | | |
|---|------|------|-----|-------|-------|-----|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 41.9 | 38.7 | - 8 | 345.9 | 341.3 | - 1 |
| Trolley, Coach, Street- car, Subway, etc. | 13.9 | 12.8 | - 8 | 112.8 | 111.7 | - 1 |
| Other Services** | 0.5 | 0.5 | 5 | 4.1 | 4.3 | 3 |
| Total | 56.3 | 52.0 | - 8 | 462.8 | 457.3 | - 1 |

* Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | IV Quarter | | | Year to Date | | |
|--------|------------|-------|----------|--------------|-------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| Canada | 1,172 | 1,032 | -12 | 4,169 | 4,197 | 1 |

Average Fuel Consumption Rate of Personal Use Cars Operated During IV Quarter, 1983*

| | 1982 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | July | | | Year to Date | | |
|---------------------|------|-------|----------|--------------|-------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Passenger Cars | 65.0 | 80.2 | 23 | 500.6 | 607.3 | 21 |
| Commercial Vehicles | 18.3 | 24.5 | 34 | 136.0 | 188.0 | 38 |
| Total | 83.2 | 104.7 | 26 | 636.6 | 795.3 | 25 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | July | | | Year to Date | | |
|--------------------------|--------|--------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Non-Resident Travellers: | | | | | | |
| United States | 5,433 | 5,325 | - 2 | 18,506 | 18,439 | -0.4 |
| All Other Countries | 326 | 338 | 4 | 1,001 | 1,052 | 5 |
| Total | 5,759 | 5,664 | - 2 | 19,508 | 19,491 | -- |
| Residents of Canada: | | | | | | |
| United States | 4,957 | 4,202 | -15 | 22,570 | 21,684 | - 4 |
| All Other Countries | 148 | 165 | 11 | 1,033 | 1,209 | 17 |
| Total | 5,105 | 4,367 | -14 | 23,603 | 22,893 | - 3 |
| Grand total | 10,864 | 10,031 | - 8 | 43,111 | 42,384 | - 2 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | June | | | Year to Date | | |
|--------------------------|-------|-------|----------|--------------|--------|----------|
| | 1983 | 1984 | % Change | 1983 | 1984 | % Change |
| Motor Gasoline | 2,890 | 2,814 | - 3 | 15,712 | 15,761 | 0.3 |
| Diesel Fuel Oil | 1,276 | 1,317 | - 3 | 6,232 | 6,977 | 12 |
| All Other Products | 2,276 | 2,214 | - 3 | 15,830 | 15,901 | 0.4 |
| Total Petroleum Products | 6,441 | 6,346 | - 1 | 37,774 | 38,639 | 2 |

Disposition of Energy

(in petajoules: 1 petajoule = 10^{15} joules)

| | IV Quarter | | | Year to date | | |
|---|------------|-------|----------|--------------|---------|----------|
| | 1982 | 1983 | % Change | 1982 | 1983 | % Change |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2 | 371.2 | 321.6 | -13 |
| Rail | 19.9 | 21.8 | 10 | 84.0 | 79.3 | - 5 |
| Air | 25.9 | 28.7 | 11 | 118.9 | 116.4 | - 2 |
| Marine | 30.9 | 24.6 | -20 | 111.6 | 89.2 | -20 |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3 | 1,174.7 | 1,152.2 | - 2 |
| Residential & Agriculture | 112.4 | 121.3 | 8 | 437.9 | 402.3 | - 8 |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5 | 358.8 | 321.4 | -10 |
| Energy Use-Final demand* | 651.7 | 665.0 | 2 | 2,657.2 | 2,482.4 | - 7 |
| Producer Consumption | 58.9 | 56.1 | - 5 | 234.0 | 213.1 | - 9 |
| Non-Energy Use | 76.2 | 73.5 | - 4 | 313.4 | 301.8 | - 4 |
| Net Supply | 798.5 | 809.7 | 1 | 3,256.0 | 3,053.3 | - 6 |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|-----|---------|---------|-----|
| Industrial | 422.0 | 482.3 | 14 | 1,732.8 | 1,709.3 | - 1 |
| Rail | 19.9 | 21.8 | 10 | 84.0 | 79.3 | - 5 |
| Air | 25.9 | 28.7 | 11 | 118.9 | 116.4 | - 2 |
| Marine | 30.9 | 24.6 | -20 | 111.6 | 89.2 | -20 |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4 | 1,180.3 | 1,161.7 | - 2 |
| Residential & Agriculture | 329.6 | 376.9 | 14 | 1,318.2 | 1,284.1 | - 3 |
| Commercial, Other Institutional & Pipelines | 285.2 | 303.1 | 6 | 1,129.4 | 1,075.3 | - 5 |
| Energy Use- Final Demand** | 1,402.9 | 1,537.7 | 10 | 5,675.3 | 5,515.3 | - 3 |
| Producer Consumption | 109.3 | 99.5 | - 9 | 344.8 | 327.8 | - 5 |
| Non-Energy Use | 112.0 | 129.3 | 15 | 457.7 | 502.3 | 10 |
| Net Supply | 1,668.5 | 1,805.9 | 8 | 6,479.7 | 6,376.6 | - 2 |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1983</u> | | <u>1984</u> | | <u>% Change Sept. '84</u> | |
|-----------------------|--------------|--|-------------|--------------|---------------------------|---------------------------|
| | <u>Sept.</u> | | <u>Aug.</u> | <u>Sept.</u> | <u>from</u> | <u>Sept. '83 Aug. '84</u> |
| (1981 = 100) | | | | | | |
| Consumer Price Index: | | | | | | |
| All items | 118.5 | | 122.9 | 123.0 | 3.8 | -- |
| Public Transport | 127.3 | | 146.4 | 144.5 | 13.5 | -1.3 |
| Gasoline | 135.9 | | 135.0 | 135.4 | -0.4 | 0.3 |

| | <u>1983</u> | | <u>1984</u> | | <u>% Change I Qtr. '84</u> | |
|---------------------|--------------|---------------|--------------|--|----------------------------|-----------------------------|
| | <u>I Qtr</u> | <u>IV Qtr</u> | <u>I Qtr</u> | | <u>from</u> | <u>I Qtr '83 IV Qtr '83</u> |
| (1981 = 100) | | | | | | |
| Travel Price Index: | 117.6 | 122.5 | 124.2 | | 5.6 | 1.4 |

| | <u>1983</u> | | <u>1984</u> | | <u>% Change Aug. '84</u> | |
|--|-------------|--|-------------|-------------|--------------------------|--------------------------|
| | <u>Aug.</u> | | <u>July</u> | <u>Aug.</u> | <u>from</u> | <u>Aug. '83 July '84</u> |
| (1971 = 100) | | | | | | |
| Industry Selling Price Index (Manufacturing) | 301.3 | | 312.5 | 312.2 | 3.6 | -- |

2. Employment

| | <u>1983</u> | | <u>1984</u> | |
|-----------------------|--------------|--|-------------|--------------|
| | <u>Sept.</u> | | <u>Aug.</u> | <u>Sept.</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 11.3 | | 11.2 | 11.8 |
| Unadjusted | 10.4 | | 10.5 | 10.9 |
| No. Employed('000)* | 10,952 | | 11,515 | 11,163 |
| No. Unemployed('000)* | 1,269 | | 1,347 | 1,363 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| | <u>1983</u> | | <u>1984</u> | | <u>% Change July '84</u> | |
|-------------------|-------------|--|-------------|-------------|--------------------------|--------------------------|
| | <u>July</u> | | <u>June</u> | <u>July</u> | <u>from</u> | <u>July '83 June '84</u> |
| (1971 = 100) | | | | | | |
| Total | 143.9 | | 149.1 | 151.2 | 5.1 | 1.4 |
| Goods Producing | 126.8 | | 132.6 | 137.1 | 8.1 | 3.4 |
| Service Producing | 155.5 | | 160.3 | 160.7 | 3.3 | -- |
| Transportation | 133.8 | | 146.0 | 148.9 | 11.3 | 2.0 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Oct. 5 | Oct. 12 | Oct. 19 | Oct. 3 | Oct. 10 | Oct. 17 |
| 81.17 | 81.22 | 81.17 | 76.00 | 75.92 | 75.60 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|---------|---------|
| Oct. 6 | Oct. 13 | Oct. 20 | Oct. 4 | Oct. 11 | Oct. 18 |
| 9.45 | 9.48 | 9.45 | 12.25 | 12.23 | 12.11 |

6. Gross National Product (G.N.P.)

| | I Quarter 1984 | II Quarter 1984 | % |
|---|-------------------|--------------------|-----|
| G.N.P. (Billions of Current Dollars) | 410.8 | 418.9 | 2.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 138.5 | 139.5 | 0.7 |
| G.N.E. Implicit Price Index (1971 = 100) | 296.5 | 300.3 | 1.2 |

The Gross National Product in the second quarter of 1984 rose 2.0% to \$418.9 billion. Real GNP after allowing for an increase of 1.2% in the implicit deflator rose 0.7%.

In contrast to the first quarter when growth in economic activity was dominated by the auto industry, growth in the second quarter was moderate and broadly based. During this quarter personal expenditure recorded modest growth and building activity both residential and non-residential increased. Investment in machinery and equipment fell while inventory investment increased mainly due to an accumulation of durable goods.

(1)

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(3)

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada

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**Canadian Transport
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Canada

Transportation Intelligence Report



Volume 11 Number 11 November 1984

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(1)

(2)

(3)

I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1982</u> | <u>November</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> <u>1982</u> | <u>1983</u> | <u>Change</u> |
|------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | 10,057 | 10,586 | 5% | 98,172 | 101,273 | 3% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1983</u> | <u>October</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|----------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 3,159 | 3,167 | -- | 19,237 | 18,924 | - 2% |
| Iron Ore | 1,384 | 1,074 | -22% | 8,289 | 9,564 | 15% |
| Other Bulk | 785 | 858 | 9% | 5,093 | 5,450 | 7% |
| | 5,328 | 5,099 | - 4% | 32,619 | 33,938 | 4% |
| General | 496 | 623 | 26% | 2,330 | 4,002 | 71% |
| Other | 157 | 141 | -10% | 523 | 627 | 20% |
| Grand Total | 5,981 | 5,863 | - 2% | 35,472 | 38,567 | 9% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 3,224 | 3,166 | - 2% | 19,676 | 19,619 | -- |
| Iron Ore | 1,165 | 858 | -26% | 7,272 | 8,567 | 18% |
| Coal | 728 | 838 | 15% | 4,202 | 6,610 | 57% |
| Other Bulk | 894 | 910 | 2% | 5,775 | 6,240 | 8% |
| | 6,011 | 5,772 | - 4% | 36,925 | 41,036 | 11% |
| General | 453 | 541 | 19% | 2,049 | 3,487 | 70% |
| Other | 48 | 25 | -48% | 217 | 182 | -16% |
| Grand Total | 6,512 | 6,338 | - 3% | 39,191 | 44,705 | 14% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>October</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|------------------------|-------------|-------------------------------|---------------|--------------|------------------------------------|---------------|
| Montreal - Lac Ontario | | | | | | |
| Inland | 304 | 277 | - 9% | 2,024 | 1,871 | - 7% |
| Ocean | 192 | 231 | 20% | 1,066 | 1,168 | 9% |
| | <u>496</u> | <u>508</u> | <u>2%</u> | <u>3,090</u> | <u>3,039</u> | <u>- 2%</u> |
| Welland Canal | | | | | | |
| Inland | 410 | 402 | - 2% | 2,821 | 2,942 | 4% |
| Ocean | 158 | 199 | -13% | 922 | 1,009 | 9% |
| | <u>586</u> | <u>601</u> | <u>3%</u> | <u>3,743</u> | <u>3,951</u> | <u>6%</u> |

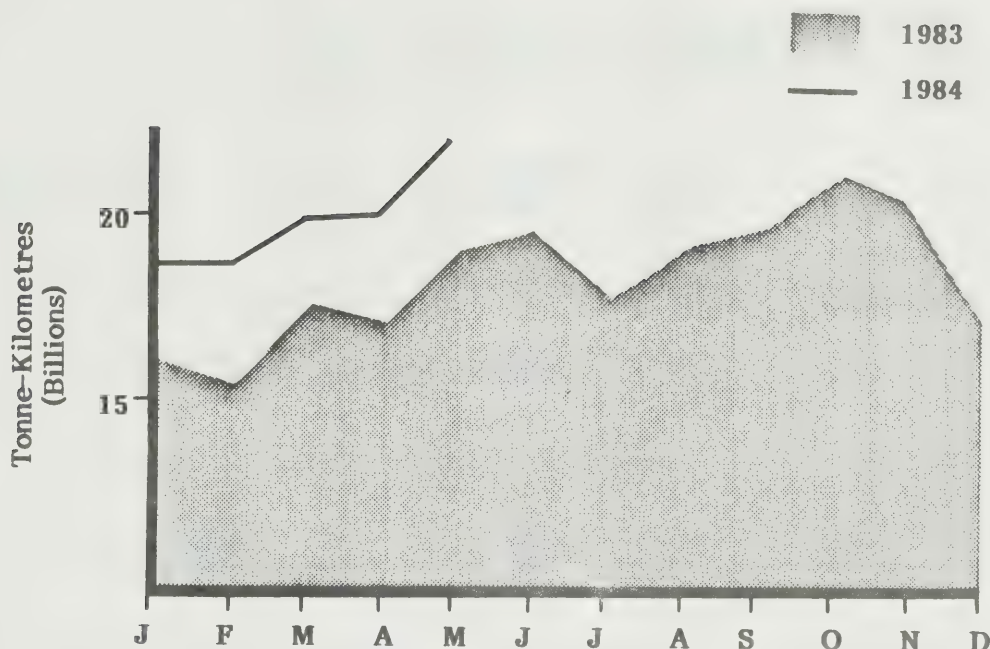
2. Rail

Operating Statistics*
(in millions)

| | <u>1983</u> | <u>May</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 510.7 | 676.7 | 32% | 2,694.3 | 3,039.5 | 13% |
| Operating Expenses (\$) | 506.4 | 598.7 | 18% | 2,548.4 | 2,793.8 | 10% |
| Operating Income (\$) | 4.3 | 78.0 | -- | 145.8 | 245.7 | 68% |
| Tonne-km, freight | 18,886.7 | 22,281.6 | 18% | 84,785.6 | 99,655.0 | 17% |
| Passenger-km, Intercity | 176.8 | 172.0 | - 3% | 759.9 | 768.8 | 1% |
| Total | 177.4 | 172.5 | - 3% | 763.2 | 771.8 | 1% |
| Passengers, Intercity | 0.507 | 0.498 | - 2% | 2.263 | 2.425 | 7% |
| Total | 0.534 | 0.519 | - 3% | 2.394 | 2.547 | 6% |
| Freight Train-km | 8.0 | 9.0 | 13% | 36.8 | 41.9 | 14% |
| Freight Car-km | 619.5 | 695.1 | 12% | 2,798.4 | 3,166.4 | 13% |
| Passenger Car-km | 10.2 | 10.6 | 4% | 47.7 | 47.6 | -0.3% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS
Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

| | 1983 | August 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------------------------|---------------|----------------|------------|----------------|----------------------|------------|
| Carload Traffic (excl. Piggyback) | 17,004 | 19,862 | 17% | 124,988 | 150,896 | 21% |
| Non-Carload Traffic | 41 | 5 | -87% | 278 | 28 | -90% |
| Piggyback Traffic | 829 | 983 | 19% | 6,205 | 7,393 | 19% |
| Receipts from U.S. Connections | 1,127 | 1,192 | 6% | 8,545 | 9,298 | 9% |
| Total Traffic Carried | 19,001 | 22,042 | 16% | 140,017 | 167,615 | 19% |
| Major Commodity Changes: | | | | | | |
| Wheat | 2,369 | 2,848 | 20% | 16,988 | 17,449 | 3% |
| Iron Ore & Conc. | 2,062 | 2,529 | 23% | 18,411 | 23,134 | 26% |
| Coal | 2,289 | 3,464 | 51% | 15,672 | 24,956 | 59% |
| Sulphur | 480 | 678 | 41% | 3,559 | 5,072 | 42% |
| Grain (excl. wheat) | 1,224 | 476 | -61% | 6,906 | 5,918 | -14% |

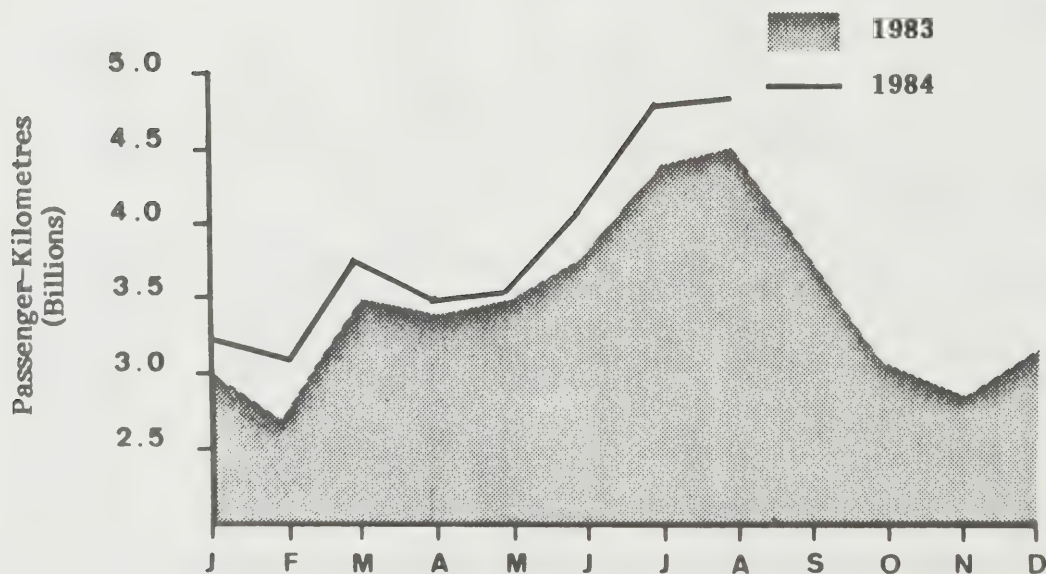
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | 1983 | August 1984 | Change | 1983 | Year to Date 1984 | Change |
|-------------------------|---------|----------------|--------|----------|----------------------|--------|
| Operating Revenues (\$) | 387.8 | 399.0 | 3% | 2,607.8 | 2,828.4 | 8% |
| Operating Expenses (\$) | 353.6 | 378.9 | 7% | 2,597.0 | 2,747.3 | 6% |
| Operating Income (\$) | 34.1 | 20.0 | -41% | 10.7 | 81.0 | -- |
| Enplaned Passengers | 2.05 | 2.29 | 12% | 14.22 | 15.42 | 8% |
| Passenger-km | 4,460.5 | 4,934.9 | 11% | 28,885.1 | 31,066.6 | 8% |
| Goods Tonne-km | 77.2 | 90.3 | 17% | 615.2 | 709.7 | 15% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS Passenger-Kilometres



International Passengers In and Out of Canada

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>I Quarter</u> <u>1981</u> | <u>1982</u> | <u>Change</u> | <u>Year to Date</u> <u>1981</u> | <u>1982</u> | <u>Change</u> |
|--------------------|-------------------------|---------------------------------|-------------|---------------|------------------------------------|-------------|---------------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 292.3 | 276.9 | - 5% | 292.3 | 276.9 | - 5% |
| 2. | Ottawa - Toronto | 149.5 | 149.2 | -- | 149.5 | 149.2 | -- |
| 3. | Calgary - Edmonton | 185.8 | 143.5 | -23% | 185.8 | 143.5 | -23% |
| 4. | Toronto - Vancouver | 102.4 | 99.6 | - 3% | 102.4 | 99.6 | - 3% |
| 5. | Calgary - Vancouver | 102.1 | 99.0 | - 3% | 102.1 | 99.0 | - 3% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 142.1 | 126.9 | -11% | 142.1 | 126.9 | -11% |
| 2. | Montreal - New York | 72.0 | 69.7 | - 3% | 72.0 | 69.7 | - 3% |
| 3. | Toronto - Chicago | 44.9 | 40.0 | -11% | 44.9 | 40.0 | -11% |
| 4. | Toronto - Los Angeles | 45.9 | 39.9 | -13% | 45.9 | 39.9 | -13% |
| 5. | Vancouver - Los Angeles | 36.4 | 28.7 | -21% | 36.4 | 28.7 | -21% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|-------------------------|------------|-------|--------|
| | | 1982 | 1983 | Change |
| 1. | Toronto International | 2,611 | 2,957 | 13% |
| 2. | Vancouver International | 1,202 | 1,374 | 14% |
| 3. | Montreal International | 1,182 | 1,273 | 8% |
| 4. | Calgary International | 773 | 862 | 11% |
| 5. | Winnipeg International | 418 | 498 | 19% |
| 6. | Ottawa International | 407 | 475 | 17% |
| 7. | Edmonton International | 404 | 436 | 8% |
| 8. | Halifax International | 314 | 358 | 14% |
| 9. | Mirabel International | 203 | 220 | 9% |
| 10. | Edmonton Municipal | 188 | 188 | - |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1983</u> | <u>September</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|---------------------------------|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 20,414 | 18,418 | - 8% | 179,587 | 166,717 | - 7% |
| Urban-Suburban & Other Services | 7,079 | 7,740 | 9% | 48,627 | 51,842 | 7% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,794 | 2,515 | -10% | 23,250 | 21,471 | - 8% |
| Urban-Suburban & Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,989 | 15,811 | - 7% | 150,180 | 144,464 | - 4% |
| Urban-Suburban & Other Services | 4,424 | 5,398 | 22% | 32,707 | 37,135 | 13% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1983</u> | <u>September</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|---|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 93.2 | 91.2 | - 2% | 781.8 | 805.3 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 28.2 | 28.1 | - 1% | 216.8 | 218.6 | 1% |
| Other Services** | * | * | | * | * | |
| Total | 121.5 | 119.3 | - 2% | 998.6 | 1,023.9 | 2% |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.7 | 43.1 | - 3% | 390.6 | 384.9 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 15.5 | 15.6 | 1% | 128.3 | 127.7 | -0.5% |
| Other Services** | 0.6 | 0.6 | 6% | 4.7 | 4.9 | 4% |
| Total | 60.8 | 59.4 | - 2% | 523.7 | 517.5 | - 1% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1983*

| | <u>1982 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1983</u> | <u>August</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---------------------|-------------|------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Passenger Cars | 68.6 | 74.6 | 9% | 569.2 | 681.9 | 20% |
| Commercial Vehicles | 21.0 | 22.9 | 9% | 157.1 | 210.9 | 34% |
| Total | 89.6 | 97.4 | 9% | 726.2 | 892.7 | 23% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1983</u> | <u>August</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------------------------|-------------|------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Non Resident Travellers: | | | | | | |
| United States | 5,137 | 5,311 | 3% | 23,644 | 23,751 | 0.5% |
| All Other Countries | 298 | 330 | 10% | 1,300 | 1,382 | 6% |
| Total | 5,436 | 5,641 | 4% | 24,943 | 25,133 | 1% |
| Residents of Canada: | | | | | | |
| United States | 4,696 | 4,081 | -13% | 27,266 | 25,766 | - 5% |
| All Other Countries | 196 | 238 | 22% | 1,229 | 1,447 | 18% |
| Total | 4,892 | 4,319 | -12% | 28,495 | 27,213 | - 4% |
| Grand total | 10,327 | 9,960 | - 3% | 53,438 | 52,346 | - 2% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1983</u> | <u>July</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------------------------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Motor Gasoline | 2,988 | 3,046 | 2% | 18,700 | 18,788 | 0.5% |
| Diesel Fuel Oil | 1,186 | 1,332 | 12% | 7,417 | 8,315 | 12% |
| All Other Products | 2,122 | 2,358 | 11% | 17,952 | 18,129 | 1% |
| Total Petroleum Products | 6,295 | 6,736 | 7% | 44,069 | 45,232 | 3% |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2% | 371.2 | 321.6 | -13% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3% | 1,174.7 | 1,152.2 | - 2% |
| Residential & Agriculture | 112.4 | 121.3 | 8% | 437.9 | 402.3 | - 8% |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5% | 358.8 | 321.4 | -10% |
| Energy Use- | | | | | | |
| Final Demand** | 651.7 | 665.0 | 2% | 2,657.2 | 2,482.4 | - 7% |
| Producer Consumption | 58.9 | 56.1 | - 5% | 234.0 | 213.1 | - 9% |
| Non-Energy Use | 76.2 | 73.5 | - 4% | 313.4 | 301.8 | - 4% |
| Net Supply | 798.5 | 809.7 | 1% | 3,256.0 | 3,053.3 | - 6% |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 422.0 | 482.3 | 14% | 1,732.8 | 1,709.3 | - 1% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4% | 1,180.3 | 1,161.7 | - 2% |
| Residential & Agriculture | 329.6 | 376.9 | 14% | 1,318.2 | 1,284.1 | - 3% |
| Commercial, Other Institutional and Pipelines | 285.2 | 303.1 | 6% | 1,129.4 | 1,075.3 | - 5% |
| Energy Use | | | | | | |
| Final Demand** | 1,402.9 | 1,537.7 | 10% | 5,675.3 | 5,515.3 | - 3% |
| Producer Consumption | 109.3 | 99.5 | - 9% | 344.8 | 327.8 | - 5% |
| Non-Energy Use | 112.0 | 129.3 | 15% | 457.7 | 502.3 | 10% |
| Net Supply | 1,668.5 | 1,805.9 | 8% | 6,479.7 | 6,376.6 | - 2% |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| (1981 = 100) | 1983 | 1984 | | % Change Oct. '84 from | |
|-----------------------|-------|-------|-------|---------------------------|-----------|
| | Oct. | Sept. | Oct. | Oct. '83 | Sept. '84 |
| Consumer Price Index: | | | | | |
| All items | 119.2 | 123.0 | 123.2 | 3.4 | -- |
| Public Transport | 128.2 | 144.5 | 133.0 | 3.7 | -8.0 |
| Gasoline | 133.1 | 135.4 | 135.2 | 1.6 | -- |

| (1981 = 100) | 1983 | | 1984 | % Change I Qtr. '84 from | |
|---------------------|-------|--------|-------|-----------------------------|------------|
| | I Qtr | IV Qtr | I Qtr | I Qtr '83 | IV Qtr '83 |
| Travel Price Index: | 117.6 | 122.5 | 124.2 | 5.6 | 1.4 |

| (1971 = 100) | 1983 | 1984 | | % Change Sept '84 from | |
|---|-------|-------|-------|---------------------------|----------|
| | Sept | Aug. | Sept | Sept '83 | Aug. '84 |
| Industry Selling Price Index (Manufacturing) | 301.1 | 312.5 | 312.0 | 3.6 | -- |

2. Employment

| | 1983 | 1984 | |
|-----------------------|--------|--------|--------|
| | Oct. | Sept. | Oct. |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.2 | 11.8 | 11.3 |
| Unadjusted | 10.3 | 10.9 | 10.5 |
| No. Employed('000)* | 10,901 | 11,163 | 11,153 |
| No. Unemployed('000)* | 1,253 | 1,363 | 1,305 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index

(Seasonally Adjusted)

| (1971 = 100) | 1983 | 1984 | | % Change Aug. '84 from | |
|-------------------|-------|-------|-------|---------------------------|----------|
| | Aug. | July | Aug. | Aug. '83 | July '84 |
| Total | 144.4 | 151.0 | 150.6 | 4.3 | -0.3 |
| Goods Producing | 127.6 | 136.9 | 136.4 | 6.9 | -0.4 |
| Service Producing | 155.9 | 160.7 | 160.3 | 2.8 | -- |
| Transportation | 137.6 | 149.1 | 149.5 | 8.6 | 0.3 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1983 | | | 1984 | | |
|--------|--------|---------|---------|--------|---------|
| Nov. 2 | Nov. 9 | Nov. 16 | Oct. 31 | Nov. 7 | Nov. 14 |
| 81.10 | 80.98 | 80.92 | 75.95 | 76.29 | 76.02 |

5. Bank of Canada Rate

| 1983 | | | 1984 | | |
|--------|---------|---------|--------|--------|---------|
| Nov. 3 | Nov. 10 | Nov. 17 | Nov. 1 | Nov. 8 | Nov. 15 |
| 9.48 | 9.53 | 9.60 | 11.67 | 11.45 | 11.20 |

6. Gross National Product (G.N.P.)

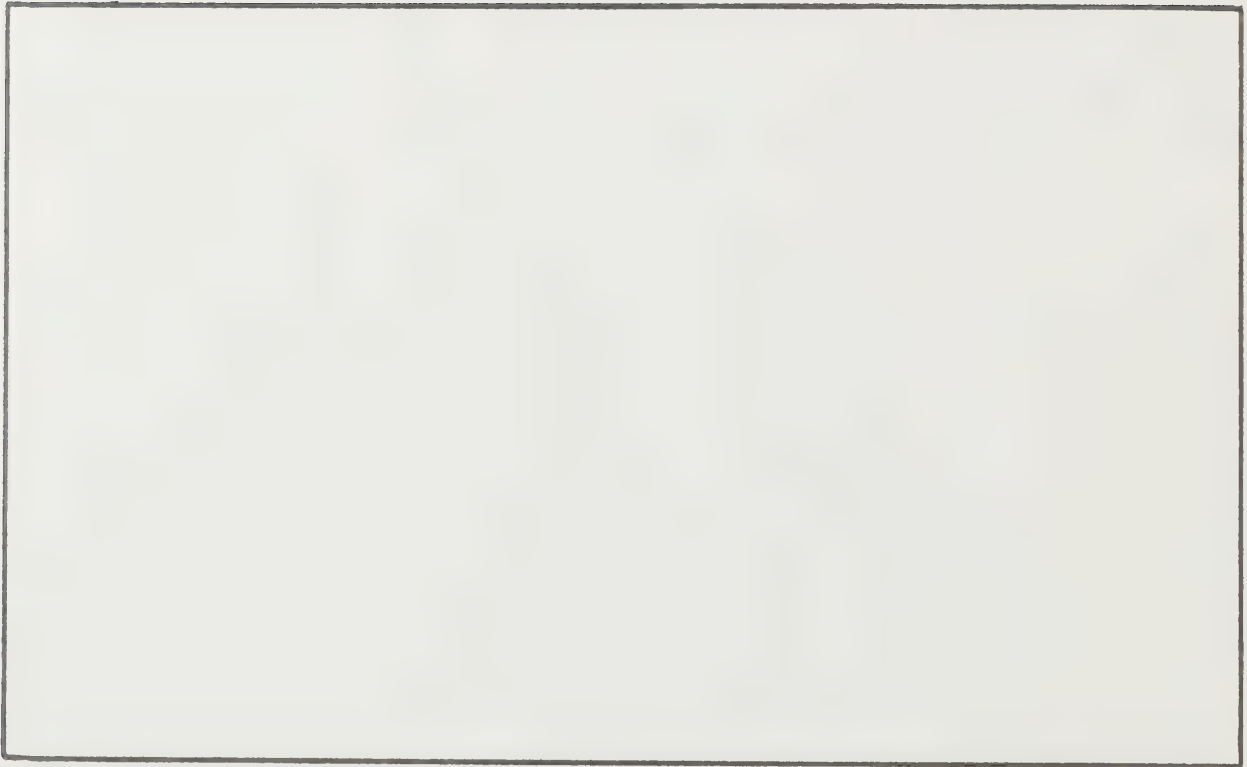
| | I Quarter 1984 | II Quarter 1984 | % |
|---|-------------------|--------------------|-----|
| G.N.P. (Billions of Current Dollars) | 410.8 | 418.9 | 2.0 |
| G.N.P. (Billions of 1971 Constant Dollars) | 138.5 | 139.5 | 0.7 |
| G.N.E. Implicit Price Index (1971 = 100) | 296.5 | 300.3 | 1.2 |

The Gross National Product in the second quarter of 1984 rose 2.0% to \$418.9 billion. Real GNP after allowing for an increase of 1.2% in the implicit deflator rose 0.7%.

In contrast to the first quarter when growth in economic activity was dominated by the auto industry, growth in the second quarter was moderate and broadly based. During this quarter personal expenditure recorded modest growth and building activity both residential and non-residential increased. Investment in machinery and equipment fell while inventory investment increased mainly due to an accumulation of durable goods.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | 1982 | November 1983 | Change | 1982 | Year to Date 1983 | Change |
|------------|--------|------------------|--------|--------|----------------------|--------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | 10,057 | 10,586 | 5% | 98,172 | 101,273 | 3% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | 1983 | November 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------------------|-------|------------------|--------|--------|----------------------|--------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,900 | 2,372 | -18% | 22,138 | 21,219 | - 4% |
| Iron Ore | 1,325 | 1,131 | -15% | 9,614 | 10,717 | 11% |
| Other Bulk | 939 | 773 | -18% | 6,033 | 6,262 | 4% |
| | 5,164 | 4,276 | -17% | 37,785 | 38,198 | 1% |
| General | 945 | 663 | -30% | 3,275 | 4,665 | 42% |
| Other | 102 | 22 | -78% | 624 | 645 | 3% |
| Grand Total | 6,211 | 4,961 | -20% | 41,684 | 43,508 | 4% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,805 | 3,328 | -19% | 22,482 | 22,884 | 2% |
| Iron Ore | 1,200 | 922 | -23% | 8,472 | 9,488 | 12% |
| Coal | 682 | 98 | -86% | 4,885 | 6,700 | 37% |
| Other Bulk | 989 | 1,139 | 15% | 6,764 | 7,413 | 9% |
| | 5,676 | 5,487 | - 3% | 42,603 | 46,485 | 9% |
| General | 868 | 626 | -28% | 2,918 | 4,120 | 41% |
| Other | 59 | 14 | -76% | 273 | 192 | -30% |
| Grand Total | 6,603 | 6,127 | - 7% | 45,794 | 50,797 | 11% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>November</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | |
|-------------------------|-------------|--------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| Montreal - Lake Ontario | | | | | | |
| Inland | 276 | 196 | -30% | 2,300 | 2,066 | -10% |
| Ocean | 244 | 190 | -22% | 1,310 | 1,358 | 4% |
| | <u>520</u> | <u>386</u> | <u>-26%</u> | <u>3,610</u> | <u>3,424</u> | <u>- 5%</u> |
| Welland Canal | | | | | | |
| Inland | 376 | 304 | -19% | 3,197 | 3,245 | 1% |
| Ocean | 214 | 207 | - 3% | 1,136 | 1,219 | 7% |
| | <u>590</u> | <u>511</u> | <u>-13%</u> | <u>4,333</u> | <u>4,464</u> | <u>8%</u> |

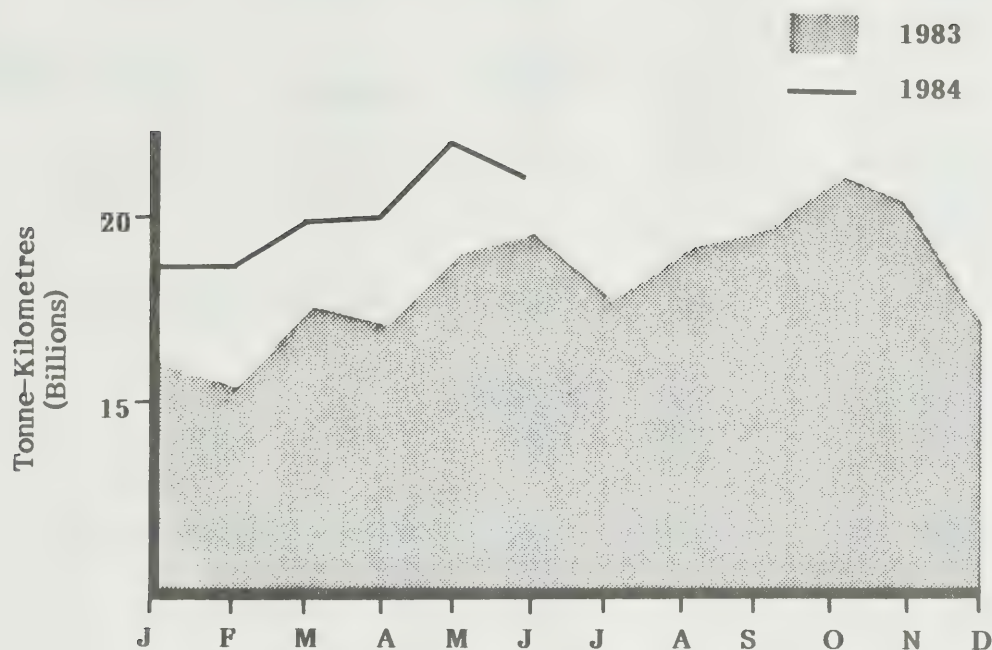
2. Rail

Operating Statistics*
(in millions)

| | <u>1983</u> | <u>June</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | |
|-------------------------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| Operating Revenues (\$) | 604.7 | 611.7 | 1% | 3,298.9 | 3,651.3 | 11% |
| Operating Expenses (\$) | 559.9 | 556.7 | - 1% | 3,108.3 | 3,350.6 | 8% |
| Operating Income (\$) | 44.8 | 55.0 | 23% | 190.6 | 300.7 | 58% |
| Tonne-km, freight | 19,411.4 | 21,290.4 | 10% | 104,197.0 | 120,945.4 | 16% |
| Passenger-km, Intercity | 184.1 | 184.2 | -- | 944.0 | 953.0 | 1% |
| Total | 184.5 | 184.6 | -- | 947.7 | 956.4 | 1% |
| Passengers, Intercity | 0.506 | 0.542 | 7% | 2.769 | 2.967 | 7% |
| Total | 0.524 | 0.558 | 6% | 2.918 | 3.105 | 6% |
| Freight Train-km | 8.1 | 8.7 | 7% | 44.9 | 50.6 | 12% |
| Freight Car-km | 631.8 | 668.8 | 6% | 3,430.2 | 3,835.2 | 12% |
| Passenger Car-km | 10.6 | 11.2 | 5% | 58.4 | 58.8 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS Freight Tonne-Kilometres



Carloadings (in thousands of tonnes)

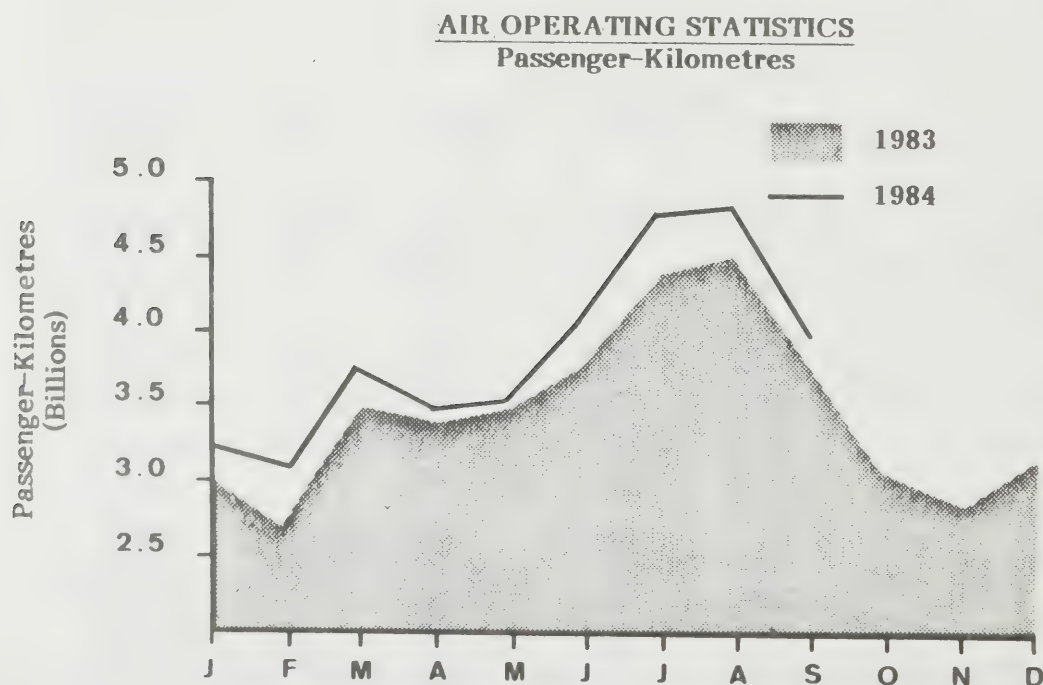
| | 1983 | September 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------------------|--------|-------------------|--------|---------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 18,702 | 18,983 | 1% | 143,690 | 169,876 | 18% |
| Non-Carload Traffic | 33 | 5 | -86% | 311 | 33 | -89% |
| Piggyback Traffic | 856 | 1,326 | 55% | 7,061 | 8,719 | 23% |
| Receipts from U.S. | | | | | | |
| Connections | 1,229 | 1,281 | 4% | 9,775 | 10,579 | 8% |
| Total Traffic | | | | | | |
| Carried | 20,821 | 21,595 | 4% | 160,838 | 189,208 | 18% |
| Major Commodity Changes: | | | | | | |
| Wheat | 2,137 | 1,866 | -13% | 19,125 | 19,314 | 1% |
| Iron Ore & Conc. | 3,610 | 3,400 | - 6% | 22,022 | 26,534 | 20% |
| Coal | 2,398 | 3,558 | 48% | 18,070 | 28,515 | 58% |
| Other chemicals & acids | 376 | 478 | 27% | 3,391 | 4,765 | 40% |
| Grain (excl. wheat) | 1,149 | 934 | -19% | 8,055 | 6,853 | -15% |
| Copper-nickel ores & conc. | 313 | 354 | 13% | 1,526 | 3,156 | 107% |

3. Air

Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services) (in millions)

| | 1983 | September 1984 | Change | 1983 | Year to Date 1984 | Change |
|-------------------------|---------|-------------------|--------|----------|----------------------|--------|
| Operating Revenues (\$) | 346.3 | 377.5 | 9% | 2,954.1 | 3,255.7 | 10% |
| Operating Expenses (\$) | 316.6 | 336.6 | 6% | 2,913.7 | 3,089.8 | 6% |
| Operating Income (\$) | 29.7 | 40.9 | 38% | 40.4 | 165.9 | -- |
| Enplaned Passengers | 1.82 | 1.86 | 2% | 16.04 | 17.28 | 8% |
| Passenger-km | 3,795.0 | 3,999.2 | 5% | 32,680.0 | 35,066.4 | 7% |
| Goods Tonne-km | 80.5 | 95.3 | 18% | 695.7 | 805.3 | 16% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.



International Passengers In and Out of Canada

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>I Quarter</u> <u>1982</u> | <u>1983</u> | <u>Change</u> | <u>Year to Date</u> <u>1982</u> | <u>1983</u> | <u>Change</u> |
|--------------------|--------------------------------------|---------------------------------|-------------|---------------|------------------------------------|-------------|---------------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 277.1 | 240.1 | -13% | 277.1 | 240.1 | -13% |
| 2. | Ottawa - Toronto | 153.7 | 142.7 | - 7% | 153.7 | 142.7 | - 7% |
| 3. | Calgary - Edmonton | 143.5 | 104.9 | -27% | 143.5 | 104.9 | -27% |
| 4. | Calgary - Vancouver | 99.0 | 86.0 | -13% | 99.0 | 86.0 | -13% |
| 5. | Toronto - Vancouver | 99.8 | 81.3 | -19% | 99.8 | 81.3 | -19% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 126.9 | 106.0 | -16% | 126.9 | 106.0 | -16% |
| 2. | Montreal - New York | 69.7 | 60.8 | -13% | 69.7 | 60.8 | -13% |
| 3. | Montreal - Miami | 73.8 | 58.5 | -21% | 73.8 | 58.5 | -21% |
| 4. | Toronto - Miami | 56.1 | 50.5 | -10% | 56.1 | 50.5 | -10% |
| 5. | Toronto - Tampa/ - St. Petersburg | 54.7 | 49.4 | -10% | 54.7 | 49.4 | -10% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|-------------------------|------------|-------|--------|
| | | 1982 | 1983 | Change |
| 1. | Toronto International | 2,611 | 2,957 | 13% |
| 2. | Vancouver International | 1,202 | 1,374 | 14% |
| 3. | Montreal International | 1,182 | 1,273 | 8% |
| 4. | Calgary International | 773 | 862 | 11% |
| 5. | Winnipeg International | 418 | 498 | 19% |
| 6. | Ottawa International | 407 | 475 | 17% |
| 7. | Edmonton International | 404 | 436 | 8% |
| 8. | Halifax International | 314 | 358 | 14% |
| 9. | Mirabel International | 203 | 220 | 9% |
| 10. | Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1983</u> | <u>October</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|---------------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 18,693 | 17,516 | - 6% | 198,280 | 184,224 | - 7% |
| Urban-Suburban & Other Services | 6,387 | 6,767 | 6% | 55,014 | 58,610 | 6% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,469 | 2,265 | - 8% | 25,719 | 23,735 | - 7% |
| Urban-Suburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,083 | 15,218 | - 5% | 166,263 | 159,677 | - 4% |
| Urban-Suburban & Other Services | 4,105 | 4,895 | 19% | 36,812 | 42,030 | 14% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1983</u> | <u>September</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|---|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 93.2 | 91.2 | - 2% | 781.8 | 805.3 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 28.2 | 28.1 | - 1% | 216.8 | 218.6 | 1% |
| Other Services** | * | * | | * | * | |
| Total | 121.5 | 119.3 | - 2% | 998.6 | 1,023.9 | 2% |

Total Distance Run:

| | | | | | | |
|---|------|------|------|-------|-------|-------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.7 | 43.1 | - 3% | 390.6 | 384.9 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 15.5 | 15.6 | 1% | 128.3 | 127.7 | -0.5% |
| Other Services** | 0.6 | 0.6 | 6% | 4.7 | 4.9 | 4% |
| Total | 60.8 | 59.4 | - 2% | 523.7 | 517.5 | - 1% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1983*

| | <u>1982 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1983 | September 1984 | Change | Year to Date 1983 | 1984 | Change |
|---------------------|------|-------------------|--------|----------------------|-------|--------|
| Passenger Cars | 61.4 | 62.9 | 2% | 630.5 | 744.8 | 18% |
| Commercial Vehicles | 15.8 | 20.4 | 10% | 175.5 | 231.3 | 32% |
| Total | 79.9 | 83.3 | 4% | 806.1 | 976.1 | 21% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1983 | September 1984 | Change | Year to Date 1983 | 1984 | Change |
|--------------------------|-------|-------------------|--------|----------------------|--------|--------|
| Non Resident Travellers: | | | | | | |
| United States | 5,213 | 3,154 | - 2% | 26,857 | 26,905 | -- |
| All Other Countries | 196 | 205 | 13% | 1,495 | 1,587 | 6% |
| Total | 3,409 | 3,359 | - 1% | 28,352 | 28,492 | 0.5% |
| Residents of Canada: | | | | | | |
| United States | 3,301 | 3,118 | - 5% | 30,567 | 28,884 | - 5% |
| All Other Countries | 168 | 192 | 14% | 1,397 | 1,639 | 17% |
| Total | 3,469 | 3,310 | - 5% | 31,964 | 30,523 | - 4% |
| Grand total | 6,879 | 6,669 | - 3% | 60,317 | 59,015 | - 2% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1983 | August 1984 | Change | Year to Date 1983 | 1984 | Change |
|-----------------------------|-------|----------------|--------|----------------------|--------|--------|
| Motor Gasoline | 3,228 | 3,187 | - 1% | 21,928 | 21,971 | -- |
| Diesel Fuel Oil | 1,453 | 1,427 | - 2% | 8,870 | 9,743 | 10% |
| All Other Products | 2,414 | 2,249 | - 5% | 20,366 | 20,379 | -- |
| Total Petroleum Products | 7,095 | 6,863 | - 3% | 51,164 | 52,093 | -- |

Disposition of Energy

(in petajoules: 1 pétajoule = 10¹⁵ joules)

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2% | 371.2 | 321.6 | -13% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3% | 1,174.7 | 1,152.2 | - 2% |
| Residential & Agriculture | 112.4 | 121.3 | 8% | 437.9 | 402.3 | - 8% |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5% | 358.8 | 321.4 | -10% |
| Energy Use- | | | | | | |
| Final Demand** | 651.7 | 665.0 | 2% | 2,657.2 | 2,482.4 | - 7% |
| Producer Consumption | 58.9 | 56.1 | - 5% | 234.0 | 213.1 | - 9% |
| Non-Energy Use | 76.2 | 73.5 | - 4% | 313.4 | 301.8 | - 4% |
| Net Supply | 798.5 | 809.7 | 1% | 3,256.0 | 3,053.3 | - 6% |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 422.0 | 482.3 | 14% | 1,732.8 | 1,709.3 | - 1% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4% | 1,180.3 | 1,161.7 | - 2% |
| Residential & Agriculture | 329.6 | 376.9 | 14% | 1,318.2 | 1,284.1 | - 3% |
| Commercial, Other Institutional and Pipelines | 285.2 | 303.1 | 6% | 1,129.4 | 1,075.3 | - 5% |
| Energy Use | | | | | | |
| Final Demand** | 1,402.9 | 1,537.7 | 10% | 5,675.3 | 5,515.3 | - 3% |
| Producer Consumption | 109.3 | 99.5 | - 9% | 344.8 | 327.8 | - 5% |
| Non-Energy Use | 112.0 | 129.3 | 15% | 457.7 | 502.3 | 10% |
| Net Supply | 1,668.5 | 1,805.9 | 8% | 6,479.7 | 6,376.6 | - 2% |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1983</u> <u>Nov.</u> | <u>1984</u> <u>Oct.</u> | <u>Nov.</u> | % Change Nov. '84 from Nov. '83 Oct. '84 | |
|-----------------------|----------------------------|----------------------------|-------------|---|-------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 119.2 | 123.2 | 124.0 | 4.0% | 0.6% |
| Public Transport | 125.4 | 133.0 | 132.2 | 5.7% | -0.4% |
| Gasoline | 130.6 | 135.2 | 140.2 | 7.4% | 3.7% |

| | <u>1983</u> <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>1984</u> <u>I Qtr.</u> | % Change I Qtr. '84 from I Qtr. '83 IV Qtr. '83 | |
|---------------------|------------------------------|----------------|------------------------------|--|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 117.6 | 122.5 | 124.2 | 5.6% | 1.4% |

| | <u>1983</u> <u>Oct.</u> | <u>1984</u> <u>Sept.</u> | <u>Oct.</u> | % Change Oct. '84 from Oct. '83 Sept. '84 | |
|---|----------------------------|-----------------------------|-------------|--|----|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 301.6 | 312.0 | 312.1 | 3.5% | -- |

2. Employment

| | <u>1983</u> <u>Nov.</u> | <u>Oct.</u> | <u>1984</u> <u>Nov.</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.1 | 11.3 | 11.3 |
| Unadjusted | 10.7 | 10.5 | 10.9 |
| No. Employed ('000)* | 10,792 | 11,153 | 11,048 |
| No. Unemployed ('000)* | 1,297 | 1,305 | 1,355 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1983</u> <u>Sept.</u> | <u>1984</u> <u>Aug.</u> | <u>Sept.</u> | % Change Sept. '84 from Sept. '83 Aug. '84 | |
|-------------------|-----------------------------|----------------------------|--------------|---|-------|
| (1971 = 100) | | | | | |
| Total | 145.2 | 150.6 | 150.7 | 3.8% | -- |
| Goods Producing | 129.2 | 136.2 | 134.7 | 4.3% | -1.1% |
| Service Producing | 156.0 | 160.5 | 161.6 | 3.6% | 0.7% |
| Transportation | 140.3 | 148.3 | 147.1 | 4.8% | -0.8% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1983</u> | | | <u>1984</u> | | |
|----------------|---------------|----------------|----------------|---------------|----------------|
| <u>Nov. 30</u> | <u>Dec. 7</u> | <u>Dec. 14</u> | <u>Nov. 28</u> | <u>Dec. 5</u> | <u>Dec. 12</u> |
| 80.66 | 80.41 | 80.09 | 75.79 | 75.60 | 75.72 |

5. Bank of Canada Rate

| <u>1983</u> | | | <u>1984</u> | | |
|---------------|---------------|----------------|----------------|---------------|----------------|
| <u>Dec. 1</u> | <u>Dec. 8</u> | <u>Dec. 15</u> | <u>Nov. 29</u> | <u>Dec. 6</u> | <u>Dec. 13</u> |
| 9.73 | 9.92 | 10.06 | 10.75 | 10.71 | 10.56 |

6. Gross National Product

| | <u>I Quarter</u> <u>1984</u> | <u>II Quarter</u> <u>1984</u> | <u>%</u> |
|---|---------------------------------|----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 410.8 | 418.9 | 2.0% |
| G.N.P. (Billions of 1971 Constant Dollars) | 138.5 | 139.5 | 0.7% |
| G.N.E. Implicit Price Index (1971 = 100) | 296.5 | 300.3 | 1.2% |

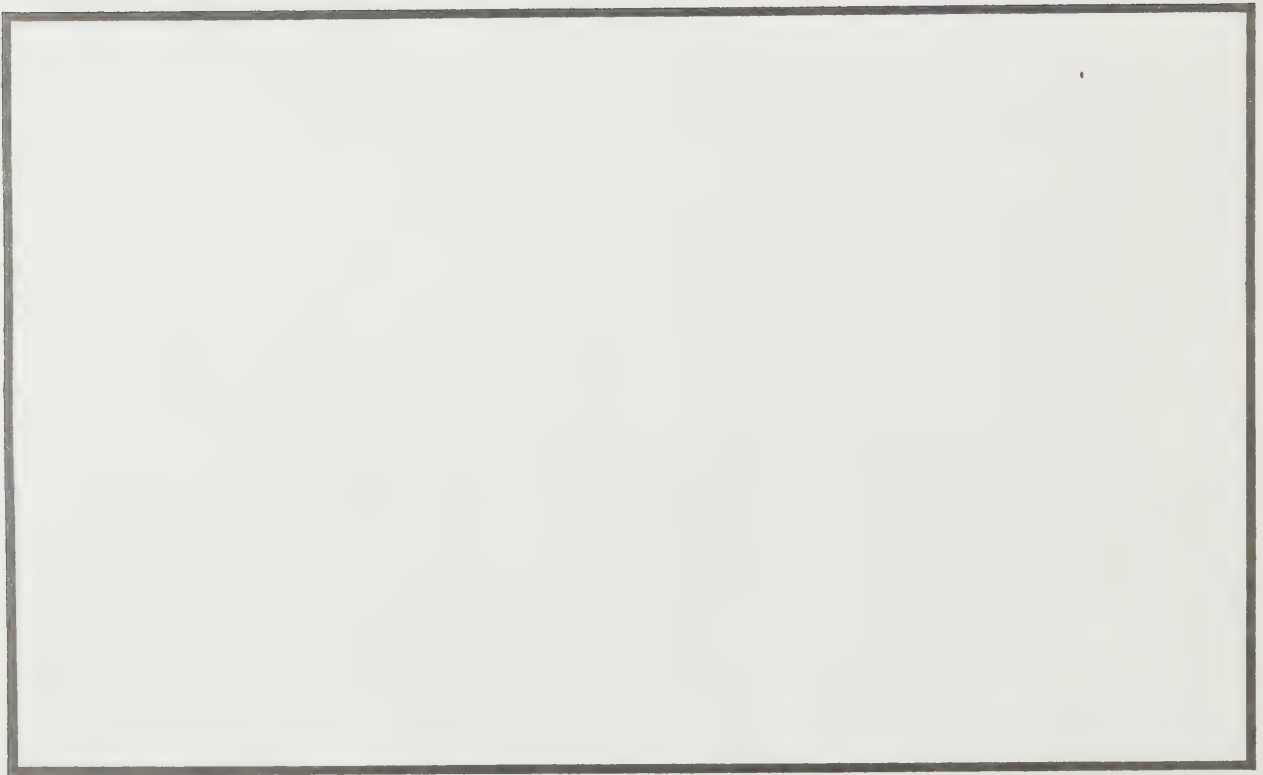
The Gross National Product in the second quarter of 1984 rose 2.0% to \$418.9 billion. Real GNP after allowing for an increase of 1.2% in the implicit deflator rose 0.7%.

In contrast to the first quarter when growth in economic activity was dominated by the auto industry, growth in the second quarter was moderate and broadly based. During this quarter personal expenditure recorded modest growth and building activity both residential and non-residential increased. Investment in machinery and equipment fell while inventory investment increased mainly due to an accumulation of durable goods.



INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Research
Branch

Economic
and Social
Research
Directorate

Commission canadienne
des transports

Direction
de la recherche

Recherche
économique
et sociale

Canada

CAI
-T415
-T63

Transportation Intelligence Report



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I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | 1982 | November 1983 | Change | 1982 | Year to Date 1983 | Change |
|------------|--------|------------------|--------|--------|----------------------|--------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | 10,057 | 10,586 | 5% | 98,172 | 101,273 | 3% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | 1983 | December 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------------------|-------|------------------|--------|--------|----------------------|--------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | 3,284 | 3,600 | 10% | 41,070 | 41,803 | 2% |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | 3,376 | 3,913 | 16% | 45,060 | 47,413 | 5% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | 4,257 | 2,892 | -32% | 46,862 | 49,389 | 5% |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | 4,350 | 3,164 | -27% | 50,145 | 53,908 | 7% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

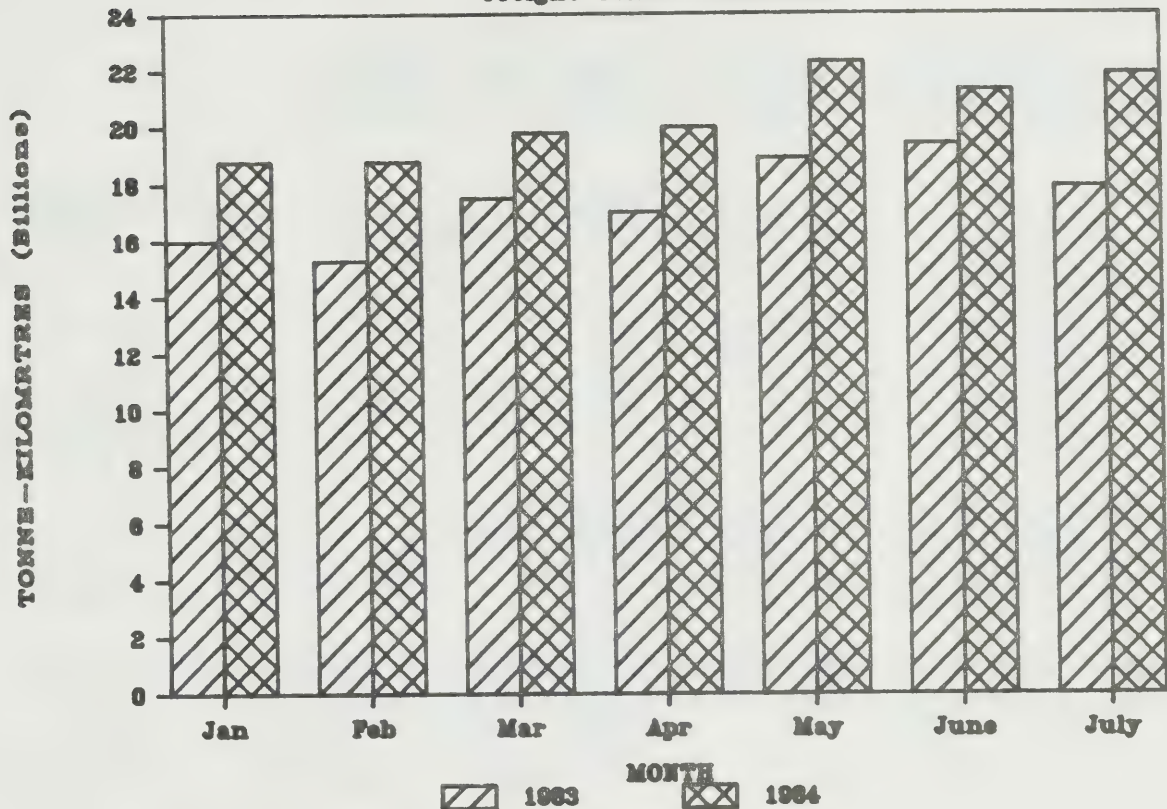
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>July</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Operating Revenues (\$) | 579.5 | 643.2 | 11% | 3,878.4 | 4,294.5 | 11% |
| Operating Expenses (\$) | 514.0 | 582.5 | 13% | 3,622.3 | 3,933.1 | 9% |
| Operating Income (\$) | 65.5 | 60.7 | - 7% | 256.1 | 361.4 | 41% |
| Tonne-km, freight | 17,929.6 | 21,893.0 | 22% | 122,126.6 | 142,838.4 | 17% |
| Passenger-km, Intercity | 277.0 | 264.5 | - 4% | 1,221.1 | 1,217.4 | -0.3% |
| Total | 277.5 | 264.9 | - 4% | 1,225.2 | 1,221.2 | -0.3% |
| Passengers, Intercity | 0.669 | 0.608 | - 9% | 3.438 | 3.575 | 4% |
| Total | 0.686 | 0.625 | - 9% | 3.604 | 3.730 | 3% |
| Freight Train-km | 7.7 | 8.8 | 14% | 52.7 | 59.4 | 13% |
| Freight Car-km | 593.2 | 685.0 | 15% | 4,023.4 | 4,520.2 | 12% |
| Passenger Car-km | 12.5 | 12.9 | 3% | 70.9 | 71.7 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

| | 1983 | October 1984 | Change | Year to Date 1983 | Year to Date 1984 | Change |
|-----------------------------------|--------|-----------------|--------|----------------------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 19,398 | 21,599 | 12% | 163,089 | 191,886 | 18% |
| Non-Carload Traffic | 36 | 4 | -88% | 347 | 37 | -89% |
| Piggyback Traffic | 918 | 1,020 | 11% | 7,979 | 9,327 | 17% |
| Receipts from U.S. Connections | 1,237 | 1,173 | - 5% | 11,011 | 11,751 | 7% |
| Total Traffic Carried | 21,589 | 23,796 | 10% | 182,427 | 213,002 | 18% |
| Major Commodity Changes: | | | | | | |
| Wheat | 2,098 | 1,998 | - 5% | 21,222 | 21,312 | 0.4% |
| Iron Ore & Conc. | 3,867 | 3,909 | 1% | 25,889 | 30,443 | 18% |
| Coal | 2,563 | 3,872 | 51% | 20,634 | 32,386 | 59% |
| Other chemicals & acids | 378 | 566 | 50% | 3,769 | 5,331 | 41% |
| Grain (excl. wheat) | 1,255 | 1,000 | -20% | 9,310 | 7,853 | -16% |
| Copper-nickel ores & conc. | 305 | 397 | 30% | 1,832 | 3,553 | 94% |
| Potash | 925 | 895 | - 3% | 7,360 | 9,142 | 24% |
| Sulphur | 555 | 740 | 33% | 4,638 | 6,383 | 38% |

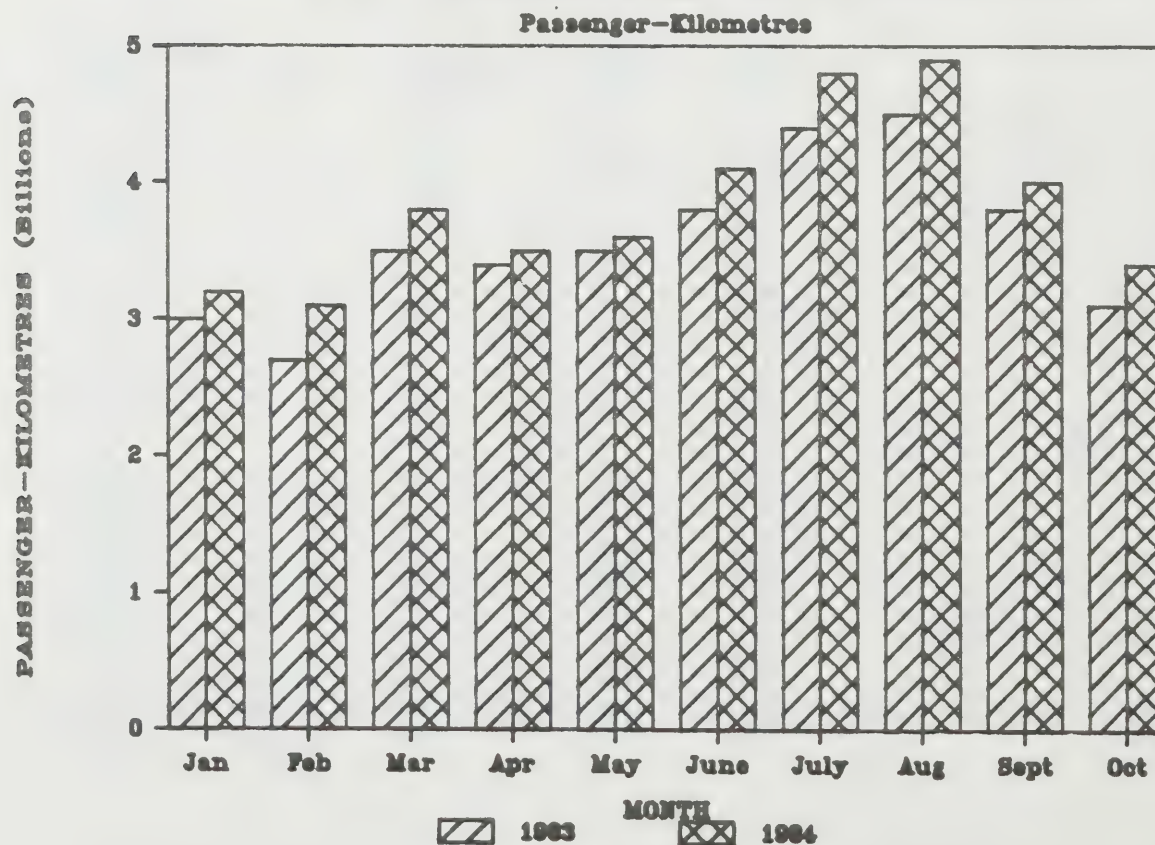
3. Air

Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services) (in millions)

| | 1983 | October 1984 | Change | 1983 | Year to Date 1984 | Change |
|-------------------------|---------|-----------------|--------|----------|----------------------|--------|
| Operating Revenues (\$) | 312.7 | 344.7 | 10% | 3,266.8 | 3,600.4 | 10% |
| Operating Expenses (\$) | 314.2 | 341.5 | 9% | 3,227.8 | 3,431.2 | 6% |
| Operating Income (\$) | -1.5 | 3.2 | -- | 39.0 | 169.2 | -- |
| Enplaned Passengers | 1.68 | 1.82 | 8% | 17.72 | 19.10 | 8% |
| Passenger-km | 3,142.7 | 3,357.4 | 7% | 35,822.6 | 38,552.3 | 8% |
| Goods Tonne-km | 91.9 | 103.3 | 12% | 789.9 | 908.6 | 15% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|--------|---------|--------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1982 | I Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|--------------------|--------------------------------------|-------|-------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 277.1 | 240.1 | -13% | 277.1 | 240.1 | -13% |
| 2. | Ottawa - Toronto | 153.7 | 142.7 | - 7% | 153.7 | 142.7 | - 7% |
| 3. | Calgary - Edmonton | 143.5 | 104.9 | -27% | 143.5 | 104.9 | -27% |
| 4. | Calgary - Vancouver | 99.0 | 86.0 | -13% | 99.0 | 86.0 | -13% |
| 5. | Toronto - Vancouver | 99.8 | 81.3 | -19% | 99.8 | 81.3 | -19% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 126.9 | 106.0 | -16% | 126.9 | 106.0 | -16% |
| 2. | Montreal - New York | 69.7 | 60.8 | -13% | 69.7 | 60.8 | -13% |
| 3. | Montreal - Miami | 73.8 | 58.5 | -21% | 73.8 | 58.5 | -21% |
| 4. | Toronto - Miami | 56.1 | 50.5 | -10% | 56.1 | 50.5 | -10% |
| 5. | Toronto - Tampa/ - St. Petersburg | 54.7 | 49.4 | -10% | 54.7 | 49.4 | -10% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | 1982 | IV Quarter 1983 | Change |
|----------------------------|-------|--------------------|--------|
| 1. Toronto International | 2,611 | 2,957 | 13% |
| 2. Vancouver International | 1,202 | 1,374 | 14% |
| 3. Montreal International | 1,182 | 1,273 | 8% |
| 4. Calgary International | 773 | 862 | 11% |
| 5. Winnipeg International | 418 | 498 | 19% |
| 6. Ottawa International | 407 | 475 | 17% |
| 7. Edmonton International | 404 | 436 | 8% |
| 8. Halifax International | 314 | 358 | 14% |
| 9. Mirabel International | 203 | 220 | 9% |
| 10. Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1983</u> | <u>November</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|---------------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 16,809 | 16,361 | - 3% | 215,089 | 200,585 | - 7% |
| Urban-Suburban & Other Services | 4,428 | 4,762 | 7% | 59,442 | 63,372 | 7% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,335 | 2,183 | - 6% | 28,054 | 25,918 | - 8% |
| Urban-Suburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,030 | 14,391 | - 4% | 181,292 | 174,067 | - 4% |
| Urban-Suburban & Other Services | 2,811 | 3,445 | 22% | 39,623 | 45,476 | 15% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1983</u> | <u>October</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|-------------------------------|---------------|---------------------|----------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 93.7 | 93.9 | -- | 875.5 | 899.3 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 23.7 | 23.3 | - 2% | 240.6 | 241.5 | 0.4% |
| Other Services** | * | * | | * | * | |
| Total | <u>117.5</u> | <u>117.1</u> | <u>--</u> | <u>1,116.1</u> | <u>1,140.8</u> | <u>2%</u> |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|-------------|--------------|--------------|-------------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 42.7 | 43.2 | 1% | 433.3 | 428.2 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 13.5 | 12.6 | - 7% | 141.8 | 140.3 | - 1% |
| Other Services** | 0.6 | 0.6 | - 1% | 5.3 | 5.6 | 4% |
| Total | <u>56.8</u> | <u>56.4</u> | <u>- 1%</u> | <u>580.5</u> | <u>574.1</u> | <u>- 1%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1983*

| | <u>1982 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1983</u> | <u>October 1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date 1984</u> | <u>Change</u> |
|---------------------|--------------|-------------------------|---------------|--------------|------------------------------|---------------|
| Passenger Cars | 78.2 | 92.0 | 18% | 708.8 | 836.8 | 18% |
| Commercial Vehicles | 21.9 | 32.3 | 47% | 197.4 | 263.6 | 33% |
| Total | <u>100.1</u> | <u>124.3</u> | <u>24%</u> | <u>906.2</u> | <u>1,100.4</u> | <u>21%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1983</u> | <u>October 1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date 1984</u> | <u>Change</u> |
|--------------------------|--------------|-------------------------|---------------|---------------|------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 2,316 | 2,346 | 1% | 29,173 | 29,252 | 0.3% |
| All Other Countries | 117 | 122 | 4% | 1,612 | 1,709 | 6% |
| Total | <u>2,433</u> | <u>2,468</u> | <u>1%</u> | <u>30,785</u> | <u>30,961</u> | <u>1%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,195 | 2,832 | -11% | 33,762 | 31,716 | - 6% |
| All Other Countries | 142 | 142 | -- | 1,539 | 1,781 | 16% |
| Total | <u>3,337</u> | <u>2,975</u> | <u>-11%</u> | <u>35,301</u> | <u>33,498</u> | <u>- 5%</u> |
| Grand total | <u>5,770</u> | <u>5,443</u> | <u>- 6%</u> | <u>66,086</u> | <u>64,458</u> | <u>- 2%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1983</u> | <u>September 1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date 1984</u> | <u>Change</u> |
|--------------------------|--------------|---------------------------|---------------|---------------|------------------------------|---------------|
| Motor Gasoline | 2,921 | 2,641 | - 9% | 24,845 | 24,610 | - 1% |
| Diesel Fuel Oil | 1,357 | 1,224 | -10% | 10,227 | 10,967 | 7% |
| All Other Products | 2,384 | 2,161 | - 9% | 22,750 | 22,541 | - 1% |
| Total Petroleum Products | <u>6,662</u> | <u>6,027</u> | <u>- 9%</u> | <u>57,826</u> | <u>58,118</u> | <u>1%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2% | 371.2 | 321.6 | -13% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3% | 1,174.7 | 1,152.2 | - 2% |
| Residential & Agriculture | 112.4 | 121.3 | 8% | 437.9 | 402.3 | - 8% |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5% | 358.8 | 321.4 | -10% |
| Energy Use- | | | | | | |
| Final Demand** | 651.7 | 665.0 | 2% | 2,657.2 | 2,482.4 | - 7% |
| Producer Consumption | 58.9 | 56.1 | - 5% | 234.0 | 213.1 | - 9% |
| Non-Energy Use | 76.2 | 73.5 | - 4% | 313.4 | 301.8 | - 4% |
| Net Supply | 798.5 | 809.7 | 1% | 3,256.0 | 3,053.3 | - 6% |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 422.0 | 482.3 | 14% | 1,732.8 | 1,709.3 | - 1% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4% | 1,180.3 | 1,161.7 | - 2% |
| Residential & Agriculture | 329.6 | 376.9 | 14% | 1,318.2 | 1,284.1 | - 3% |
| Commercial, Other Institutional and Pipelines | 285.2 | 303.1 | 6% | 1,129.4 | 1,075.3 | - 5% |
| Energy Use | | | | | | |
| Final Demand** | 1,402.9 | 1,537.7 | 10% | 5,675.3 | 5,515.3 | - 3% |
| Producer Consumption | 109.3 | 99.5 | - 9% | 344.8 | 327.8 | - 5% |
| Non-Energy Use | 112.0 | 129.3 | 15% | 457.7 | 502.3 | 10% |
| Net Supply | 1,668.5 | 1,805.9 | 8% | 6,479.7 | 6,376.6 | - 2% |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1983</u> <u>Dec.</u> | <u>1984</u> <u>Nov.</u> | <u>Dec.</u> | % Change Dec. '84 from <u>Dec. '83</u> <u>Nov. '84</u> | |
|-----------------------|----------------------------|----------------------------|-------------|--|------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 119.6 | 124.0 | 124.1 | 3.8% | -- |
| Public Transport | 129.7 | 132.5 | 135.3 | 4.3% | 2.1% |
| Gasoline | 134.5 | 140.2 | 142.7 | 6.1% | 1.8% |

| | <u>1983</u> <u>II Qtr.</u> | <u>1984</u> <u>I Qtr.</u> | <u>II Qtr.</u> | % Change II Qtr. '84 from <u>II Qtr. '83</u> <u>I Qtr. '84</u> | |
|---------------------|-------------------------------|------------------------------|----------------|--|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 118.7 | 124.2 | 124.9 | 5.2% | 0.6% |

| | <u>1983</u> <u>Nov.</u> | <u>1984</u> <u>Oct.</u> | <u>Nov.</u> | % Change Nov. '84 from <u>Nov. '83</u> <u>Oct. '84</u> | |
|---|----------------------------|----------------------------|-------------|--|------|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 301.8 | 312.3 | 313.5 | 3.9% | 0.4% |

2. Employment

| | <u>1983</u> <u>Dec.</u> | <u>Nov.</u> | <u>1984</u> <u>Dec.</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.1 | 11.3 | 10.8 |
| Unadjusted | 11.1 | 10.9 | 10.7 |
| No. Employed ('000)* | 10,713 | 10,048 | 10,967 |
| No. Unemployed ('000)* | 1,336 | 1,355 | 1,316 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1983</u> <u>Oct.</u> | <u>1984</u> <u>Sept.</u> | <u>Oct.</u> | % Change Oct. '84 from <u>Oct. '83</u> <u>Sept. '84</u> | |
|-------------------|----------------------------|-----------------------------|-------------|---|-------|
| (1971 = 100) | | | | | |
| Total | 145.5 | 150.5 | 150.3 | 3.3% | -- |
| Goods Producing | 129.6 | 134.2 | 133.6 | 3.1% | -0.4% |
| Service Producing | 156.3 | 161.5 | 161.7 | 3.4% | -- |
| Transportation | 142.3 | 147.8 | 149.9 | 5.3% | 1.4% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|---------------|----------------|
| <u>Jan. 4</u> | <u>Jan. 11</u> | <u>Jan. 18</u> | <u>Jan. 2</u> | <u>Jan. 9</u> | <u>Jan. 16</u> |
| 80.16 | 79.94 | 80.15 | 75.68 | 75.71 | 75.58 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Jan. 5</u> | <u>Jan. 12</u> | <u>Jan. 19</u> | <u>Jan. 3</u> | <u>Jan. 10</u> | <u>Jan. 17</u> |
| 9.97 | 9.99 | 9.98 | 9.96 | 9.74 | 9.72 |

6. Gross National Product

| | <u>II Quarter</u> <u>1984</u> | <u>III Quarter</u> <u>1984</u> | <u>%</u> |
|---|----------------------------------|-----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 419.6 | 425.4 | 1.4% |
| G.N.P. (Billions of 1971 Constant Dollars) | 139.7 | 142.3 | 1.9% |
| G.N.E. Implicit Price Index (1971 = 100) | 300.4 | 298.9 | -0.5% |

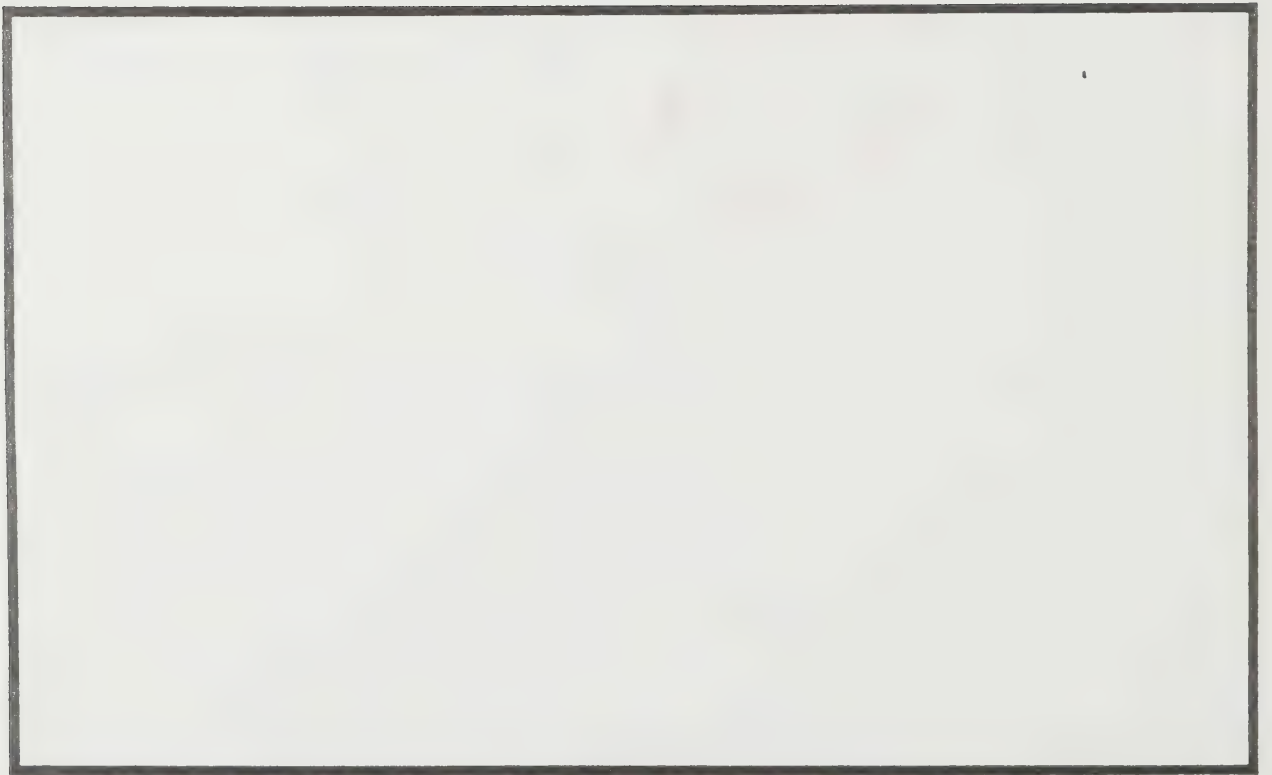
The Gross National Product in the third quarter of 1984 rose 1.4% to \$425.4 billion, seasonally adjusted at annual rates. Real GNP after allowing for an 0.5% decline in the implicit deflator increased 1.9%.

The major source of growth in economic activity in the third quarter was an 8.6% increase in real net exports of goods. This increase was most notable in motor vehicles & parts but there was also considerable growth in other exports such as wheat, lumber, woodpulp and newsprint. Merchandise imports increased as well in this quarter and as was in the case of exports, motor vehicles and parts predominated.

Although the GNE Implicit price index for the third quarter shows a decline of 0.5% it has been distorted by weight-shift effects among exports. If these effects are discounted, overall prices appear to have risen 0.4%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



Constitution
Publication

CAI
TA 115
-TG3



Canadian Transport
Commission

Commission canadienne
des transports

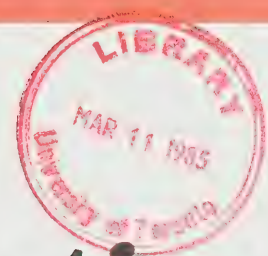
Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada



Transportation Intelligence Report

I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | 1982 | November 1983 | Change | 1982 | Year to Date 1983 | Change |
|------------|--------|------------------|--------|--------|----------------------|--------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | 10,057 | 10,586 | 5% | 98,172 | 101,273 | 3% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | 1983 | December 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------------------|-------|------------------|--------|--------|----------------------|--------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | 3,284 | 3,600 | 10% | 41,070 | 41,803 | 2% |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | 3,376 | 3,913 | 16% | 45,060 | 47,413 | 5% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | 4,257 | 2,892 | -32% | 46,862 | 49,389 | 5% |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | 4,350 | 3,164 | -27% | 50,145 | 53,908 | 7% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

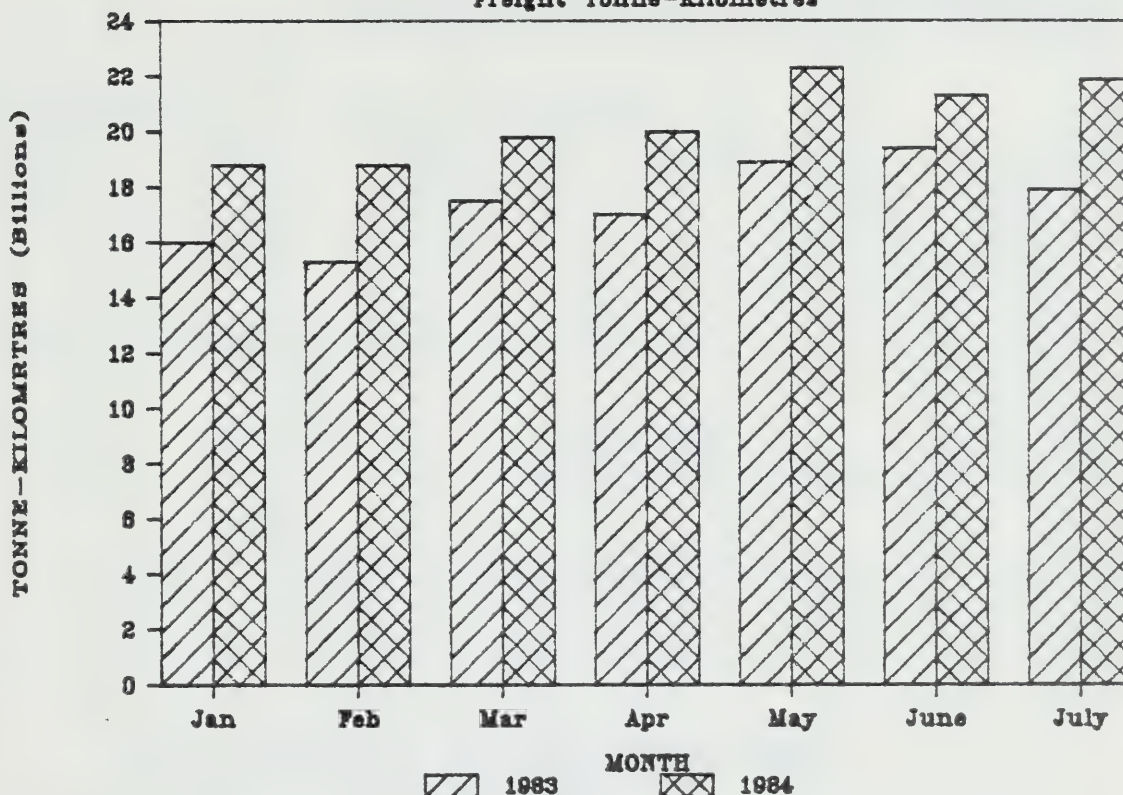
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>July</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|----------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 579.5 | 643.2 | 11% | 3,878.4 | 4,294.5 | 11% |
| Operating Expenses (\$) | 514.0 | 582.5 | 13% | 3,622.3 | 3,933.1 | 9% |
| Operating Income (\$) | 65.5 | 60.7 | - 7% | 256.1 | 361.4 | 41% |
| Tonne-km, freight | 17,929.6 | 21,893.0 | 22% | 122,126.6 | 142,838.4 | 17% |
| Passenger-km, Intercity | 277.0 | 264.5 | - 4% | 1,221.1 | 1,217.4 | -0.3% |
| Total | 277.5 | 264.9 | - 4% | 1,225.2 | 1,221.2 | -0.3% |
| Passengers, Intercity | 0.669 | 0.608 | - 9% | 3.438 | 3.575 | 4% |
| Total | 0.686 | 0.625 | - 9% | 3.604 | 3.730 | 3% |
| Freight Train-km | 7.7 | 8.8 | 14% | 52.7 | 59.4 | 13% |
| Freight Car-km | 593.2 | 685.0 | 15% | 4,023.4 | 4,520.2 | 12% |
| Passenger Car-km | 12.5 | 12.9 | 3% | 70.9 | 71.7 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1983 | November 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------------------|--------|------------------|--------|---------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 18,142 | 20,739 | 14% | 181,161 | 212,625 | 17% |
| Non-Carload Traffic | 29 | 3 | -89% | 376 | 40 | -89% |
| Piggyback Traffic | 868 | 988 | 14% | 8,848 | 10,315 | 17% |
| Receipts from U.S. | | | | | | |
| Connections | 1,151 | 1,104 | - 4% | 12,162 | 12,856 | 6% |
| Total Traffic | | | | | | |
| Carried | 20,190 | 22,833 | 13% | 202,617 | 235,835 | 16% |
| Major Commodity Changes: | | | | | | |
| Iron Ore & Conc. | 2,396 | 3,455 | 44% | 28,285 | 33,898 | 20% |
| Coal | 2,798 | 3,780 | 35% | 23,431 | 36,166 | 54% |
| Grain (excl. wheat) | 1,110 | 750 | -32% | 10,421 | 8,602 | -17% |
| Copper-nickel ores & conc. | 314 | 401 | 28% | 2,145 | 3,954 | 84% |
| Sulphur | 636 | 817 | 28% | 5,274 | 7,200 | 36% |

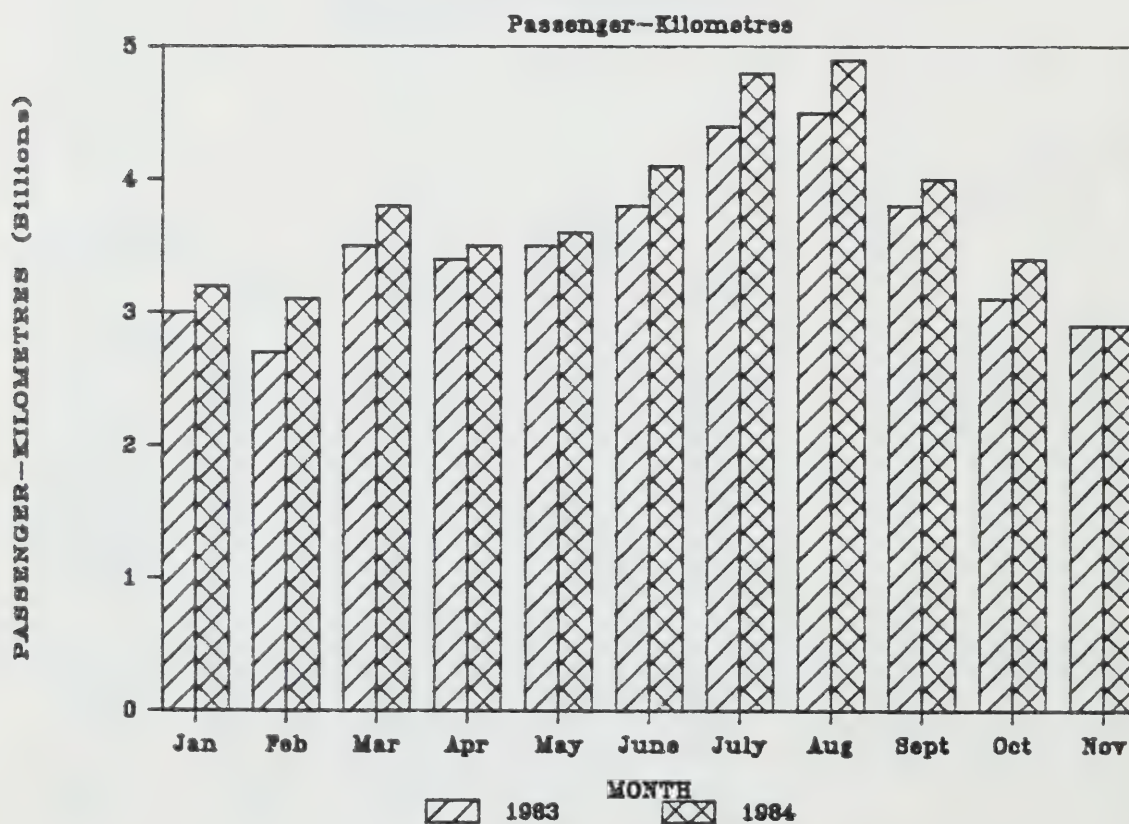
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1983</u> | <u>November</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 285.1 | 310.5 | 9% | 3,266.8 | 3,910.8 | 20% |
| Operating Expenses (\$) | 302.2 | 316.6 | 5% | 3,227.8 | 3,747.8 | 16% |
| Operating Income (\$) | -17.1 | -6.1 | -- | 39.0 | 163.0 | -- |
| Enplaned Passengers | 1.66 | 1.70 | 2% | 19.38 | 20.81 | 7% |
| Passenger-km | 2,914.6 | 2,892.3 | - 1% | 38,737.4 | 41,444.5 | 7% |
| Goods Tonne-km | 94.6 | 101.7 | 7% | 884.5 | 1,007.0 | 14% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>1982</u> | <u>II Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------------------|-------------------------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 254.2 | 251.2 | - 1% | 531.2 | 491.4 | - 7% |
| 2. | Ottawa - Toronto | 156.8 | 147.1 | - 6% | 310.6 | 289.7 | - 7% |
| 3. | Vancouver - Toronto | 128.5 | 137.6 | 7% | 228.3 | 218.8 | - 4% |
| 4. | Vancouver - Calgary | 128.3 | 118.2 | - 8% | 227.3 | 204.2 | -10% |
| 5. | Calgary - Toronto | 112.4 | 104.7 | - 7% | 205.2 | 167.3 | -18% |
| <u>Transborder</u> | | | | | | | |
| 1. | New York - Toronto | 150.3 | 150.6 | -- | 277.2 | 256.7 | - 7% |
| 2. | New York - Montreal | 80.3 | 82.9 | 3% | 150.0 | 143.7 | - 4% |
| 3. | Chicago - Toronto | 54.3 | 54.4 | -- | 94.3 | 93.1 | - 1% |
| 4. | Los Angeles - Vancouver | 44.3 | 42.7 | - 3% | 73.0 | 77.4 | 6% |
| 5. | Boston - Toronto | 37.3 | 42.3 | 13% | 64.3 | 70.3 | 9% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> |
|----------------------------|-------------|----------------------------------|---------------|
| 1. Toronto International | 2,611 | 2,957 | 13% |
| 2. Vancouver International | 1,202 | 1,374 | 14% |
| 3. Montreal International | 1,182 | 1,273 | 8% |
| 4. Calgary International | 773 | 862 | 11% |
| 5. Winnipeg International | 418 | 498 | 19% |
| 6. Ottawa International | 407 | 475 | 17% |
| 7. Edmonton International | 404 | 436 | 8% |
| 8. Halifax International | 314 | 358 | 14% |
| 9. Mirabel International | 203 | 220 | 9% |
| 10. Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|---------------------------------|-------------|--------------------------------|---------------|-------------|------------------------------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 23,041 | 21,225 | - 8% | 238,129 | 221,810 | - 7% |
| Urban-Suburban & Other Services | 3,519 | 3,549 | 1% | 62,961 | 66,921 | 6% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,830 | 2,625 | - 7% | 30,884 | 28,544 | - 8% |
| Urban-Suburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 18,744 | 18,217 | - 3% | 200,036 | 192,293 | - 4% |
| Urban-Suburban & Other Services | 2,182 | 2,176 | -- | 41,805 | 47,659 | 14% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1983</u> | <u>November</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|-------------|--------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 97.6 | 98.3 | 1% | 973.1 | 997.7 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 24.8 | 24.6 | - 1% | 265.4 | 266.1 | -- |
| Other Services** | * | * | | * | * | |
| Total | 122.4 | 122.9 | 0.4% | 1,238.5 | 1,263.7 | 2% |

Total Distance Run:

| | | | | | | |
|---|------|------|------|-------|-------|------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 43.7 | 45.5 | 4% | 477.0 | 473.7 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 13.7 | 13.5 | - 2% | 155.6 | 153.8 | - 1% |
| Other Services** | 0.5 | 0.5 | - 8% | 5.9 | 6.1 | 3% |
| Total | 58.0 | 59.5 | 3% | 638.5 | 633.6 | - 1% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1983*

| | <u>1982 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.2 | 25.2 | 15.6 | 18.1 |

*Note: For this quarter, 1983 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1983</u> | <u>November 1984</u> | <u>Change</u> | <u>Year to Date 1983</u> | <u>1984</u> | <u>Change</u> |
|---------------------|--------------|--------------------------|---------------|------------------------------|----------------|---------------|
| Passenger Cars | 78.5 | 74.3 | - 5% | 787.3 | 911.1 | 16% |
| Commercial Vehicles | 22.2 | 25.7 | 16% | 219.6 | 289.2 | 32% |
| Total | <u>100.7</u> | <u>99.9</u> | <u>- 1%</u> | <u>1,006.9</u> | <u>1,200.3</u> | <u>19%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1983</u> | <u>November 1984</u> | <u>Change</u> | <u>Year to Date 1983</u> | <u>1984</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------|---------------|------------------------------|---------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,720 | 1,910 | 11% | 30,892 | 31,164 | 1% |
| All Other Countries | 70 | 82 | 16% | 1,683 | 1,791 | 6% |
| Total | <u>1,790</u> | <u>1,992</u> | <u>11%</u> | <u>32,575</u> | <u>32,955</u> | <u>1%</u> |
| Residents of Canada: | | | | | | |
| United States | 2,675 | 2,544 | - 5% | 36,437 | 34,261 | - 6% |
| All Other Countries | 99 | 109 | 10% | 1,638 | 1,890 | 15% |
| Total | <u>2,774</u> | <u>2,653</u> | <u>- 4%</u> | <u>38,075</u> | <u>36,150</u> | <u>- 5%</u> |
| Grand total | <u>4,564</u> | <u>4,646</u> | <u>2%</u> | <u>70,651</u> | <u>69,106</u> | <u>- 2%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1983</u> | <u>October 1984</u> | <u>Change</u> | <u>Year to Date 1983</u> | <u>1984</u> | <u>Change</u> |
|--------------------------|--------------|-------------------------|---------------|------------------------------|---------------|---------------|
| Motor Gasoline | 2,786 | 2,911 | 4% | 27,634 | 27,521 | -0.4% |
| Diesel Fuel Oil | 1,339 | 1,405 | 5% | 11,566 | 12,386 | 7% |
| All Other Products | 2,612 | 2,664 | 2% | 25,362 | 25,195 | - 1% |
| Total Petroleum Products | <u>6,737</u> | <u>6,979</u> | <u>4%</u> | <u>64,563</u> | <u>65,102</u> | <u>1%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10¹⁵ joules)

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2% | 371.2 | 321.6 | -13% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3% | 1,174.7 | 1,152.2 | - 2% |
| Residential & Agriculture | 112.4 | 121.3 | 8% | 437.9 | 402.3 | - 8% |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5% | 358.8 | 321.4 | -10% |
| Energy Use- | | | | | | |
| Final Demand** | 651.7 | 665.0 | 2% | 2,657.2 | 2,482.4 | - 7% |
| Producer Consumption | 58.9 | 56.1 | - 5% | 234.0 | 213.1 | - 9% |
| Non-Energy Use | 76.2 | 73.5 | - 4% | 313.4 | 301.8 | - 4% |
| Net Supply | 798.5 | 809.7 | 1% | 3,256.0 | 3,053.3 | - 6% |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 422.0 | 482.3 | 14% | 1,732.8 | 1,709.3 | - 1% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4% | 1,180.3 | 1,161.7 | - 2% |
| Residential & Agriculture | 329.6 | 376.9 | 14% | 1,318.2 | 1,284.1 | - 3% |
| Commercial, Other Institutional and Pipelines | 285.2 | 303.1 | 6% | 1,129.4 | 1,075.3 | - 5% |
| Energy Use | | | | | | |
| Final Demand** | 1,402.9 | 1,537.7 | 10% | 5,675.3 | 5,515.3 | - 3% |
| Producer Consumption | 109.3 | 99.5 | - 9% | 344.8 | 327.8 | - 5% |
| Non-Energy Use | 112.0 | 129.3 | 15% | 457.7 | 502.3 | 10% |
| Net Supply | 1,668.5 | 1,805.9 | 8% | 6,479.7 | 6,376.6 | - 2% |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> | | <u>1985</u> | % Change Jan. '85 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Jan.</u> | <u>Dec.</u> | <u>Jan.</u> | <u>Jan. '84</u> | <u>Dec. '84</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 120.2 | 124.1 | 124.6 | 3.7% | 0.4% |
| Public Transport | 132.7 | 135.3 | 134.9 | 1.7% | -0.3% |
| Gasoline | 139.0 | 142.7 | 145.1 | 4.4% | 1.7% |

| | <u>1983</u> | <u>1984</u> | | % Change II Qtr. '84 from | |
|---------------------|----------------|---------------|----------------|------------------------------|-------------------|
| | <u>II Qtr.</u> | <u>I Qtr.</u> | <u>II Qtr.</u> | <u>II Qtr. '83</u> | <u>I Qtr. '84</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 118.7 | 124.2 | 124.9 | 5.2% | 0.6% |

| | <u>1983</u> | <u>1984</u> | | % Change Dec. '84 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Dec.</u> | <u>Nov.</u> | <u>Dec.</u> | <u>Dec. '83</u> | <u>Nov. '84</u> |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 302.9 | 313.4 | 313.9 | 4.4% | -- |

2. Employment

| | <u>Jan.</u> | <u>Dec.</u> | <u>1985</u> <u>Jan.</u> |
|------------------------|-------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.4 | 10.9 | 11.2 |
| Unadjusted | 12.4 | 10.7 | 12.2 |
| No. Employed ('000)* | 10,443 | 10,967 | 10,682 |
| No. Unemployed ('000)* | 1,473 | 1,316 | 1,483 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1983</u> | <u>1984</u> | | % Change Nov. '84 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Nov.</u> | <u>Oct.</u> | <u>Nov.</u> | <u>Nov. '83</u> | <u>Oct. '84</u> |
| (1971 = 100) | | | | | |
| Total | 145.9 | 150.6 | 152.4 | 4.5% | 1.2% |
| Goods Producing | 130.1 | 133.8 | 136.1 | 4.6% | 1.7% |
| Service Producing | 156.7 | 162.0 | 163.5 | 4.3% | 0.9% |
| Transportation | 146.2 | 150.2 | 151.8 | 3.8% | 1.1% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| | <u>1984</u> | | | <u>1985</u> | |
|---------------|---------------|----------------|----------------|---------------|----------------|
| <u>Feb. 1</u> | <u>Feb. 8</u> | <u>Feb. 15</u> | <u>Jan. 30</u> | <u>Feb. 6</u> | <u>Feb. 13</u> |
| 80.13 | 80.24 | 80.23 | 75.43 | 75.09 | 74.72 |

5. Bank of Canada Rate

| | <u>1984</u> | | | <u>1985</u> | |
|---------------|---------------|----------------|----------------|---------------|----------------|
| <u>Feb. 2</u> | <u>Feb. 9</u> | <u>Feb. 16</u> | <u>Jan. 31</u> | <u>Feb. 7</u> | <u>Feb. 14</u> |
| 9.98 | 10.00 | 10.00 | 9.75 | 10.31 | 10.48 |

6. Gross National Product

| | <u>II Quarter</u> <u>1984</u> | <u>III Quarter</u> <u>1984</u> | <u>%</u> |
|---|----------------------------------|-----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 419.6 | 425.4 | 1.4% |
| G.N.P. (Billions of 1971 Constant Dollars) | 139.7 | 142.3 | 1.9% |
| G.N.E. Implicit Price Index (1971 = 100) | 300.4 | 298.9 | -0.5% |

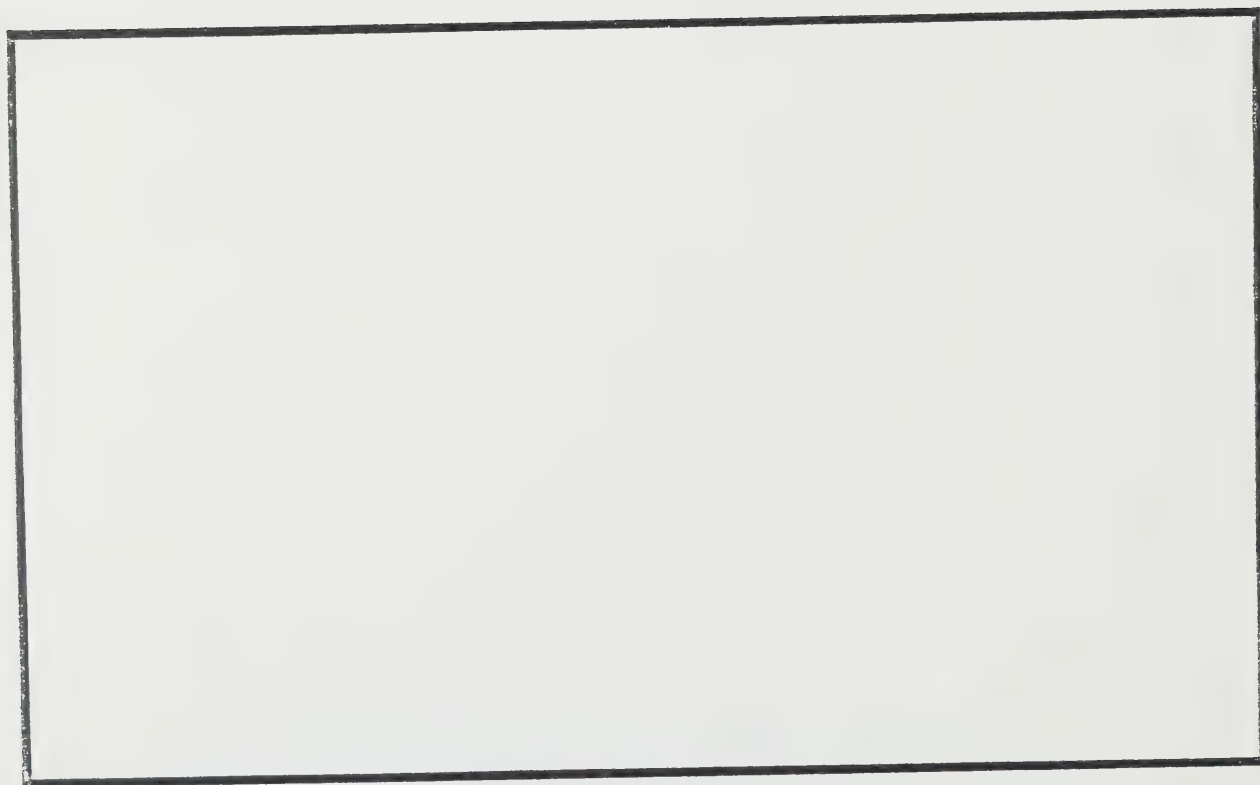
The Gross National Product in the third quarter of 1984 rose 1.4% to \$425.4 billion, seasonally adjusted at annual rates. Real GNP after allowing for an 0.5% decline in the implicit deflator increased 1.9%.

The major source of growth in economic activity in the third quarter was an 8.6% increase in real net exports of goods. This increase was most notable in motor vehicles & parts but there was also considerable growth in other exports such as wheat, lumber, woodpulp and newsprint. Merchandise imports increased as well in this quarter and as was in the case of exports, motor vehicles and parts predominated.

Although the GNE Implicit price index for the third quarter shows a decline of 0.5% it has been distorted by weight-shift effects among exports. If these effects are discounted, overall prices appear to have risen 0.4%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Research
Branch

Economic
and Social
Research
Directorate

Commission canadienne
des transports

Direction
de la recherche

Recherche
économique
et sociale

Canada

CAI
TA 115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | 1982 | November 1983 | Change | 1982 | Year to Date 1983 | Change |
|------------|--------|------------------|--------|--------|----------------------|--------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | 10,057 | 10,586 | 5% | 98,172 | 101,273 | 3% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | 1983 | December 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------------------|-------|------------------|--------|--------|----------------------|--------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | 3,284 | 3,600 | 10% | 41,070 | 41,803 | 2% |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | 3,376 | 3,913 | 16% | 45,060 | 47,413 | 5% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | 4,257 | 2,892 | -32% | 46,862 | 49,389 | 5% |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | 4,350 | 3,164 | -27% | 50,145 | 53,908 | 7% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

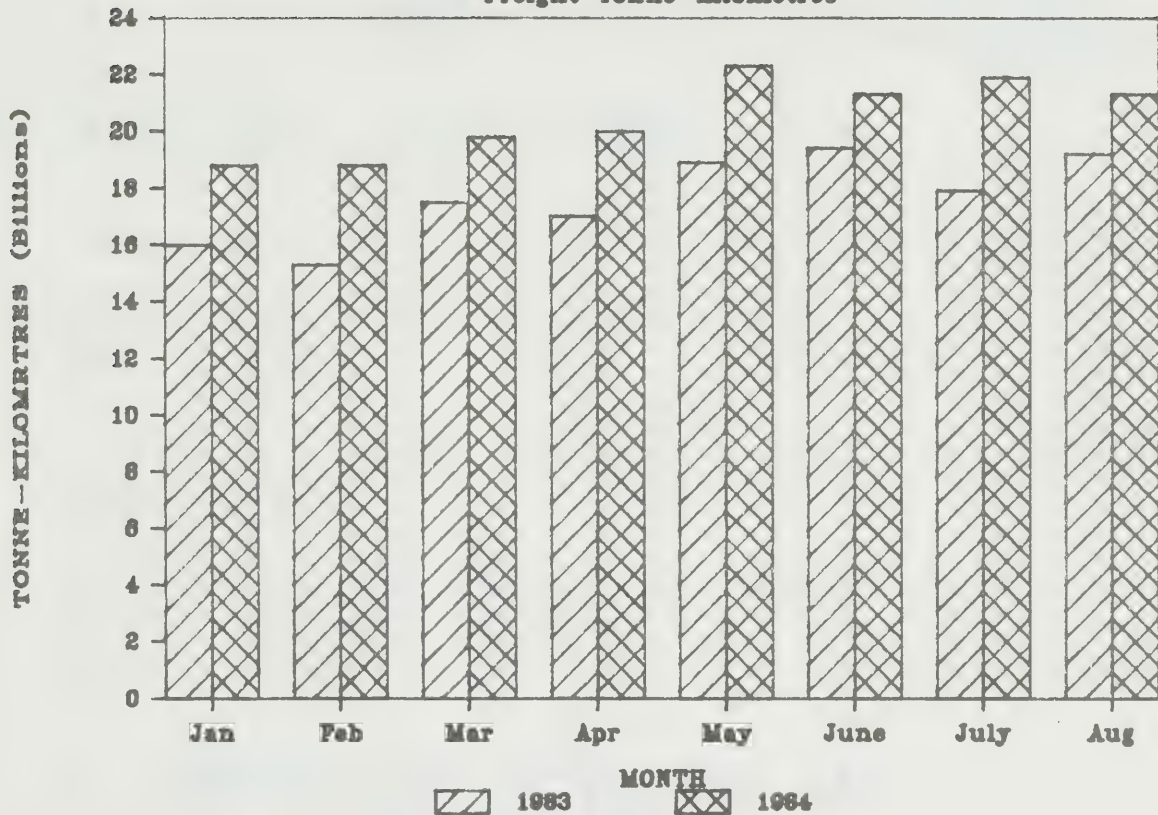
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>August</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 556.1 | 652.0 | 17% | 4,434.5 | 4,946.5 | 11% |
| Operating Expenses (\$) | 532.3 | 598.0 | 12% | 4,154.6 | 4,531.1 | 9% |
| Operating Income (\$) | 23.8 | 54.0 | 127% | 279.9 | 415.4 | 48% |
| Tonne-km, freight | 19,222.3 | 21,258.2 | 11% | 141,349.0 | 164,096.5 | 16% |
| Passenger-km, Intercity | 261.4 | 236.5 | - 9% | 1,482.5 | 1,454.0 | - 2% |
| Total | 261.8 | 237.0 | - 9% | 1,487.0 | 1,458.2 | - 2% |
| Passengers, Intercity | 0.666 | 0.698 | 5% | 4.104 | 4.273 | 4% |
| Total | 0.683 | 0.717 | 5% | 4.287 | 4.447 | 4% |
| Freight Train-km | 8.0 | 8.6 | 8% | 60.6 | 68.0 | 12% |
| Freight Car-km | 619.2 | 662.4 | 7% | 4,642.6 | 5,182.6 | 12% |
| Passenger Car-km | 12.8 | 13.0 | 1% | 83.7 | 84.7 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

| | 1983 | December 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------------------------|---------------|------------------|-----------|----------------|----------------------|------------|
| Carload Traffic (excl. Piggyback) | 15,828 | 16,119 | 2% | 197,059 | 228,744 | 16% |
| Non-Carload Traffic | 26 | 2 | -91% | 403 | 43 | -89% |
| Piggyback Traffic | 770 | 807 | 5% | 9,617 | 11,122 | 16% |
| Receipts from U.S. Connections | 1,007 | 1,102 | 9% | 13,169 | 13,957 | 6% |
| Total Traffic Carried | 17,631 | 18,030 | 2% | 220,248 | 253,866 | 15% |
| Major Commodity Changes: | | | | | | |
| Iron Ore & Conc. | 2,148 | 3,186 | 48% | 30,432 | 37,085 | 21% |
| Coal | 2,416 | 2,845 | 18% | 25,847 | 39,011 | 51% |
| Grain (excl. wheat) | 706 | 531 | -25% | 11,126 | 9,133 | -18% |
| Copper-nickel ores & conc. | 351 | 281 | -20% | 2,497 | 4,235 | 70% |
| Sulphur | 509 | 684 | 34% | 5,893 | 7,884 | 33% |
| Wheat | 1,842 | 956 | -48% | 25,195 | 24,497 | -3% |

3. Air

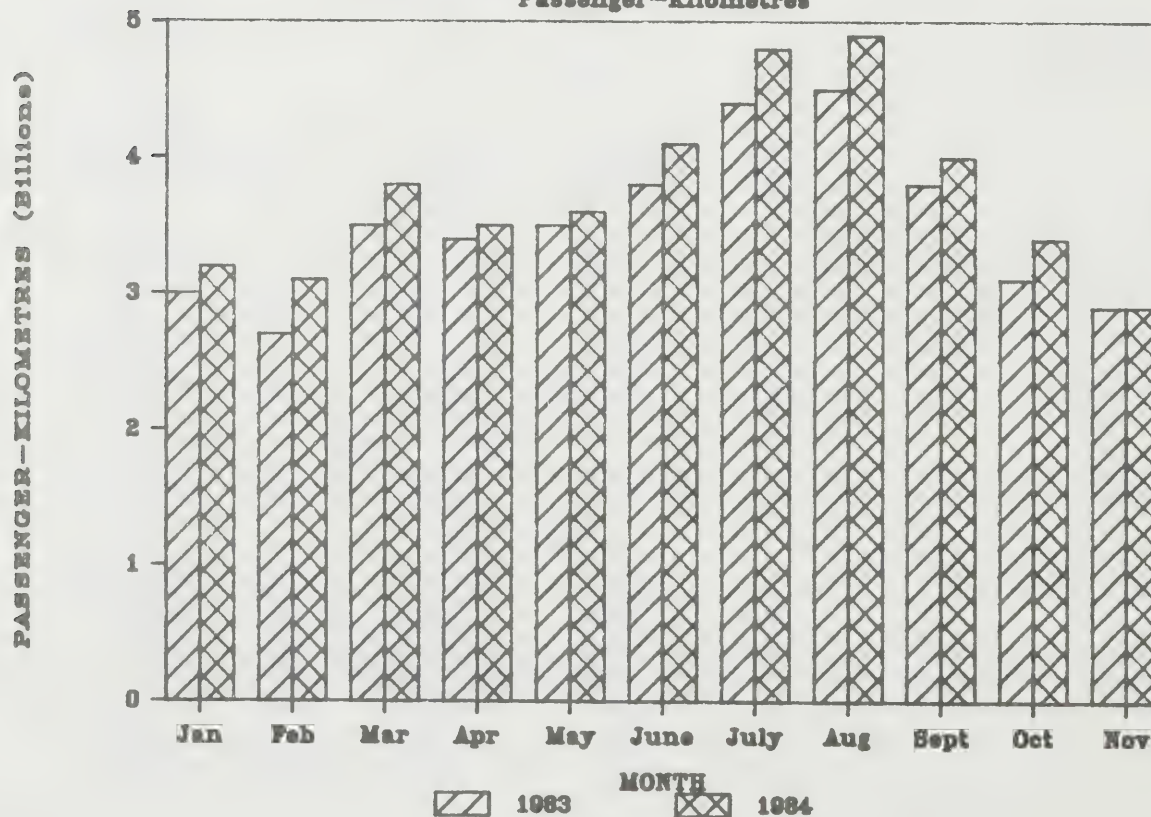
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | 1983 | November 1984 | Change | 1983 | Year to Date 1984 | Change |
|-------------------------|---------|------------------|--------|----------|----------------------|--------|
| Operating Revenues (\$) | 285.1 | 310.5 | 9% | 3,266.8 | 3,910.8 | 20% |
| Operating Expenses (\$) | 302.2 | 316.6 | 5% | 3,227.8 | 3,747.8 | 16% |
| Operating Income (\$) | -17.1 | -6.1 | -- | 39.0 | 163.0 | -- |
| Enplaned Passengers | 1.66 | 1.70 | 2% | 19.38 | 20.81 | 7% |
| Passenger-km | 2,914.6 | 2,892.3 | - 1% | 38,737.4 | 41,444.5 | 7% |
| Goods Tonne-km | 94.6 | 101.7 | 7% | 884.5 | 1,007.0 | 14% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|--------|---------|--------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1982 | II Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|--------------------|-------------------------|-------|--------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 254.2 | 251.2 | - 1% | 531.2 | 491.4 | - 7% |
| 2. | Ottawa - Toronto | 156.8 | 147.1 | - 6% | 310.6 | 289.7 | - 7% |
| 3. | Vancouver - Toronto | 128.5 | 137.6 | 7% | 228.3 | 218.8 | - 4% |
| 4. | Vancouver - Calgary | 128.3 | 118.2 | - 8% | 227.3 | 204.2 | -10% |
| 5. | Calgary - Toronto | 112.4 | 104.7 | - 7% | 205.2 | 167.3 | -18% |
| <u>Transborder</u> | | | | | | | |
| 1. | New York - Toronto | 150.3 | 150.6 | -- | 277.2 | 256.7 | - 7% |
| 2. | New York - Montreal | 80.3 | 82.9 | 3% | 150.0 | 143.7 | - 4% |
| 3. | Chicago - Toronto | 54.3 | 54.4 | -- | 94.3 | 93.1 | - 1% |
| 4. | Los Angeles - Vancouver | 44.3 | 42.7 | - 3% | 73.0 | 77.4 | 6% |
| 5. | Boston - Toronto | 37.3 | 42.3 | 13% | 64.3 | 70.3 | 9% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | 1982 | IV Quarter 1983 | Change |
|----------------------------|-------|--------------------|--------|
| 1. Toronto International | 2,611 | 2,957 | 13% |
| 2. Vancouver International | 1,202 | 1,374 | 14% |
| 3. Montreal International | 1,182 | 1,273 | 8% |
| 4. Calgary International | 773 | 862 | 11% |
| 5. Winnipeg International | 418 | 498 | 19% |
| 6. Ottawa International | 407 | 475 | 17% |
| 7. Edmonton International | 404 | 436 | 8% |
| 8. Halifax International | 314 | 358 | 14% |
| 9. Mirabel International | 203 | 220 | 9% |
| 10. Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|---------------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17,879 | 17,319 | - 3% | 17,879 | 17,319 | - 3% |
| Urban-Suburban & Other Services | 4,482 | 4,815 | 7% | 4,482 | 4,815 | 7% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,191 | 2,126 | - 3% | 2,191 | 2,126 | - 3% |
| Urban-Suburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,572 | 15,026 | - 3% | 15,572 | 15,026 | - 3% |
| Urban-Suburban & Other Services | 3,058 | 3,215 | 5% | 3,058 | 3,215 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|---|--------------|--------------------------------|---------------|------------------------------------|----------------|---------------|
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 99.6 | 102.2 | 3% | 1,072.7 | 1,091.1 | 2% |
| Trolley, Coach, Street- car, Subway, etc. | 28.1 | 27.5 | - 2% | 293.5 | 293.0 | -- |
| Other Services** | * | * | | * | * | |
| Total | <u>127.7</u> | <u>129.7</u> | <u>2%</u> | <u>1,366.2</u> | <u>1,384.0</u> | <u>1%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 48.3 | 47.9 | - 1% | 525.3 | 519.8 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 15.8 | 15.8 | -- | 171.4 | 168.4 | - 2% |
| Other Services** | 0.4 | 0.4 | -- | 6.3 | 6.5 | 3% |
| Total | <u>64.5</u> | <u>64.2</u> | <u>- 1%</u> | <u>703.0</u> | <u>694.7</u> | <u>- 1%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> <u>1982</u> | <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|------------------------------------|-------------|---------------|
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.1 | 25.5 | 15.4 | 18.3 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1983 | December 1984 | Change | 1983 | Year to Date 1984 | Change |
|---------------------|------|------------------|--------|---------|----------------------|--------|
| Passenger Cars | 56.0 | 60.1 | 7% | 843.3 | 971.2 | 15% |
| Commercial Vehicles | 18.2 | 23.0 | 27% | 237.8 | 312.3 | 31% |
| Total | 74.2 | 83.1 | 12% | 1,081.1 | 1,283.5 | 19% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1983 | December 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------------|-------|------------------|--------|--------|----------------------|--------|
| Non Resident Travellers: | | | | | | |
| United States | 1,587 | 1,814 | 14% | 32,480 | 32,978 | 1% |
| All Other Countries | 93 | 96 | 4% | 1,776 | 1,887 | 6% |
| Total | 1,680 | 1,910 | 14% | 34,256 | 38,865 | 2% |
| Residents of Canada: | | | | | | |
| United States | 2,541 | 2,522 | - 1% | 38,979 | 36,783 | - 6% |
| All Other Countries | 115 | 122 | 6% | 1,752 | 2,012 | 15% |
| Total | 2,656 | 2,644 | -0.4% | 40,731 | 38,795 | - 5% |
| Grand total | 4,336 | 4,554 | 5% | 74,986 | 73,660 | - 2% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1983 | November 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------------|-------|------------------|--------|--------|----------------------|--------|
| Motor Gasoline | 2,704 | 2,758 | 2% | 30,338 | 30,278 | -- |
| Diesel Fuel Oil | 1,248 | 1,306 | 5% | 12,815 | 13,692 | 7% |
| All Other Products | 2,857 | 2,741 | - 4% | 28,219 | 27,950 | - 1% |
| Total Petroleum Products | 6,809 | 6,806 | -- | 71,372 | 71,921 | 1% |

Disposition of Energy

(in petajoules: 1 pétajoule = 10¹⁵ joules)

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.8 | 87.2 | 2% | 371.2 | 321.6 | -13% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 287.8 | 296.9 | 3% | 1,174.7 | 1,152.2 | - 2% |
| Residential & Agriculture | 112.4 | 121.3 | 8% | 437.9 | 402.3 | - 8% |
| Commercial, Other Institutional & Pipelines | 89.0 | 84.5 | - 5% | 358.8 | 321.4 | -10% |
| Energy Use- | | | | | | |
| Final Demand** | 651.7 | 665.0 | 2% | 2,657.2 | 2,482.4 | - 7% |
| Producer Consumption | 58.9 | 56.1 | - 5% | 234.0 | 213.1 | - 9% |
| Non-Energy Use | 76.2 | 73.5 | - 4% | 313.4 | 301.8 | - 4% |
| Net Supply | 798.5 | 809.7 | 1% | 3,256.0 | 3,053.3 | - 6% |

*1982 Final Demand to Date = 0.000027 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 422.0 | 482.3 | 14% | 1,732.8 | 1,709.3 | - 1% |
| Rail | 19.9 | 21.8 | 10% | 84.0 | 79.3 | - 5% |
| Air | 25.9 | 28.7 | 11% | 118.9 | 116.4 | - 2% |
| Marine | 30.9 | 24.6 | -20% | 111.6 | 89.2 | -20% |
| Road, Urban Transit & Retail Pump Sales | 289.4 | 300.1 | 4% | 1,180.3 | 1,161.7 | - 2% |
| Residential & Agriculture | 329.6 | 376.9 | 14% | 1,318.2 | 1,284.1 | - 3% |
| Commercial, Other Institutional and Pipelines | 285.2 | 303.1 | 6% | 1,129.4 | 1,075.3 | - 5% |
| Energy Use | | | | | | |
| Final Demand** | 1,402.9 | 1,537.7 | 10% | 5,675.3 | 5,515.3 | - 3% |
| Producer Consumption | 109.3 | 99.5 | - 9% | 344.8 | 327.8 | - 5% |
| Non-Energy Use | 112.0 | 129.3 | 15% | 457.7 | 502.3 | 10% |
| Net Supply | 1,668.5 | 1,805.9 | 8% | 6,479.7 | 6,376.6 | - 2% |

**1982 Final Demand to Date = 0.000061 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> | | <u>1985</u> | % Change Feb. '85 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Feb.</u> | <u>Jan.</u> | <u>Feb.</u> | <u>Feb. '84</u> | <u>Jan. '85</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 120.9 | 124.6 | 125.4 | 3.7% | 0.6% |
| Public Transport | 132.8 | 134.9 | 138.7 | 4.4% | 2.8% |
| Gasoline | 138.6 | 145.1 | 144.1 | 4.0% | -0.7% |

| | <u>1983</u> | | <u>1984</u> | % Change III Qtr. '84 from | |
|---------------------|-----------------|----------------|-----------------|-------------------------------|--------------------|
| | <u>III Qtr.</u> | <u>II Qtr.</u> | <u>III Qtr.</u> | <u>III Qtr. '83</u> | <u>II Qtr. '84</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 122.9 | 124.9 | 128.8 | 4.8% | 3.1% |

| | <u>1984</u> | | <u>1985</u> | % Change Jan. '85 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Jan.</u> | <u>Dec.</u> | <u>Jan.</u> | <u>Jan. '83</u> | <u>Dec. '84</u> |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 305.4 | 314.3 | 315.5 | 3.3% | 0.4% |

2. Employment

| | <u>1984</u> | | <u>1985</u> | |
|------------------------|-------------|--|-------------|-------------|
| | <u>Feb.</u> | | <u>Jan.</u> | <u>Feb.</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 11.4 | | 11.2 | 11.0 |
| Unadjusted | 12.3 | | 12.2 | 11.9 |
| No. Employed ('000)* | 10,557 | | 10,682 | 10,774 |
| No. Unemployed ('000)* | 1,434 | | 1,483 | 1,455 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1983</u> | | <u>1984</u> | % Change Dec. '84 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Dec.</u> | <u>Nov.</u> | <u>Dec.</u> | <u>Dec. '83</u> | <u>Nov. '84</u> |
| (1971 = 100) | | | | | |
| Total | 146.4 | 152.6 | 153.0 | 4.5% | 0.3% |
| Goods Producing | 131.6 | 136.1 | 136.8 | 4.0% | 0.5% |
| Service Producing | 156.4 | 163.8 | 164.0 | 4.9% | -- |
| Transportation | 142.7 | 152.2 | 150.5 | 5.5% | -1.1% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| | <u>1984</u> | | | <u>1985</u> | | |
|--|----------------|---------------|----------------|----------------|---------------|----------------|
| | <u>Feb. 29</u> | <u>Mar. 7</u> | <u>Mar. 14</u> | <u>Feb. 27</u> | <u>Mar. 6</u> | <u>Mar. 13</u> |
| | 79.91 | 79.74 | 78.67 | 72.10 | 71.81 | 71.84 |

5. Bank of Canada Rate

| | <u>1984</u> | | | <u>1985</u> | | |
|--|---------------|---------------|----------------|----------------|---------------|----------------|
| | <u>Mar. 1</u> | <u>Mar. 8</u> | <u>Mar. 15</u> | <u>Feb. 28</u> | <u>Mar. 7</u> | <u>Mar. 14</u> |
| | 10.07 | 10.20 | 10.56 | 11.52 | 11.81 | 11.69 |

6. Gross National Product

| | <u>Annual</u> | | <u>%</u> |
|---|---------------|-------------|----------|
| | <u>1983</u> | <u>1984</u> | |
| G.N.P. (Billions of Current Dollars) | 390.3 | 420.8 | 7.8% |
| G.N.P. (Billions of 1971 Constant Dollars) | 134.4 | 140.6 | 4.7% |
| G.N.E. Implicit Price Index (1971 = 100) | 290.5 | 299.3 | 3.0% |

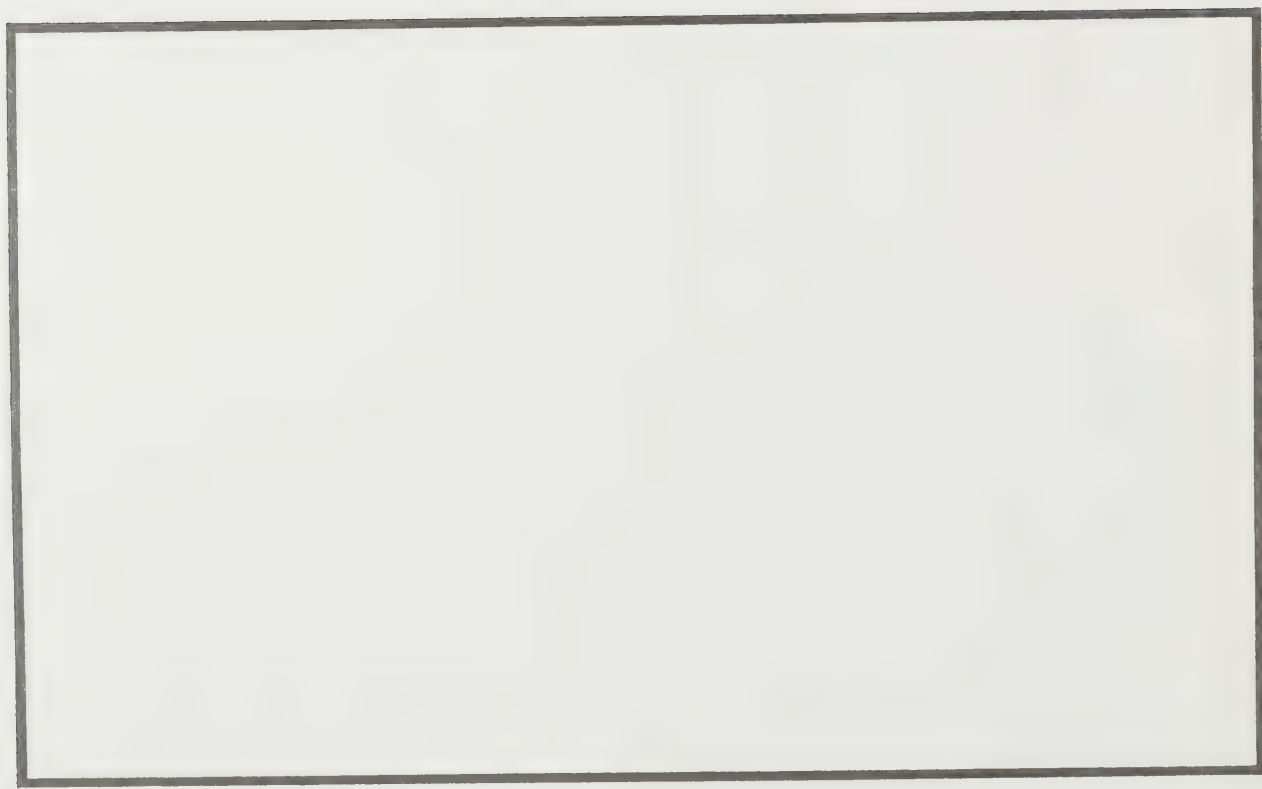
The Gross National Product for 1984 increased by 7.8% to \$420.8 billion. Real GNP, after allowing for an increase of 3.0% in the implicit deflator rose 4.7%. The growth rate of real GNP in 1984 was the largest since 1976 while the increase in price inflation was the smallest since 1971.

To a great extent the increase in economic activity during 1984 was due to sales of motor vehicle products, which accounted for half the 22% increase in merchandise export and most of the 11% increase in personal expenditure and durable goods. Apart from the gains in motor vehicle sales, demand rose slowly in most sectors of the economy.

In the fourth quarter of 1984, Gross National Product at market prices rose 1.4%. In real terms GNP rose 0.6%. This rate was slower than the 1.6% gain in the third quarter, reflecting a low level of inventory accumulation and a slowing of export activity.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1982</u> | <u>November</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|------------|---------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | <u>10,057</u> | <u>10,586</u> | <u>5%</u> | <u>98,172</u> | <u>101,273</u> | <u>3%</u> |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | <u>3,284</u> | <u>3,600</u> | <u>10%</u> | <u>41,070</u> | <u>41,803</u> | <u>2%</u> |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | <u>3,376</u> | <u>3,913</u> | <u>16%</u> | <u>45,060</u> | <u>47,413</u> | <u>5%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | <u>4,257</u> | <u>2,892</u> | <u>-32%</u> | <u>46,862</u> | <u>49,389</u> | <u>5%</u> |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | <u>4,350</u> | <u>3,164</u> | <u>-27%</u> | <u>50,145</u> | <u>53,908</u> | <u>7%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

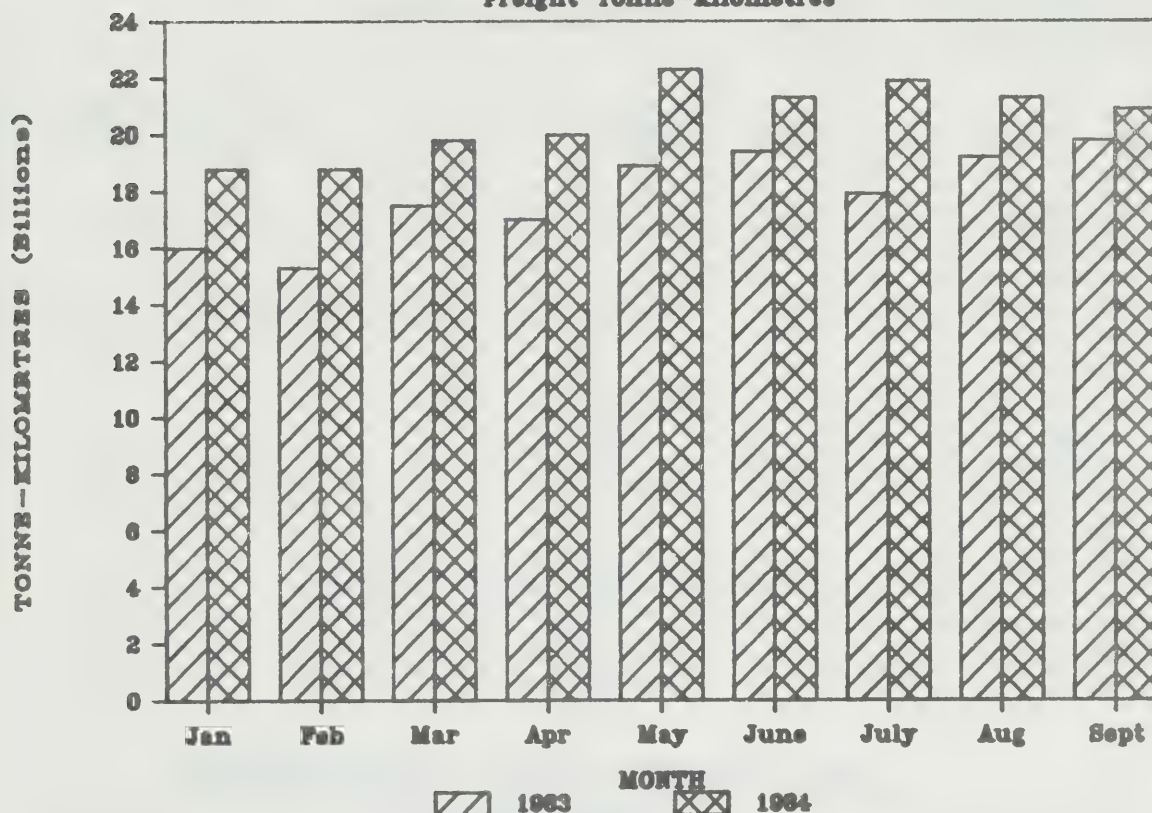
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>September</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 569.2 | 598.5 | 5% | 5,003.8 | 5,545.0 | 11% |
| Operating Expenses (\$) | 511.0 | 558.2 | 9% | 4,665.6 | 5,089.2 | 9% |
| Operating Income (\$) | 58.3 | 40.4 | -31% | 338.2 | 455.8 | 35% |
| Tonne-km, freight | 19,836.7 | 20,935.3 | 5% | 161,185.7 | 185,031.8 | 15% |
| Passenger-km, Intercity | 174.8 | 171.2 | - 2% | 1,657.3 | 1,625.2 | - 2% |
| Total | 175.4 | 171.7 | - 2% | 1,662.4 | 1,630.0 | - 2% |
| Passengers, Intercity | 0.478 | 0.484 | 1% | 4.582 | 4.757 | 4% |
| Total | 0.502 | 0.505 | 1% | 4.789 | 4.952 | 3% |
| Freight Train-km | 8.1 | 8.4 | 3% | 68.7 | 76.3 | 11% |
| Freight Car-km | 633.4 | 654.1 | 3% | 5,276.0 | 5,836.7 | 11% |
| Passenger Car-km | 10.7 | 11.0 | 2% | 94.5 | 95.6 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1984 | January 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|--------|-----------------|--------|--------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 16,863 | 17,451 | 3% | 16,863 | 17,451 | 3% |
| Non-Carload Traffic | 3 | 2 | -24% | 3 | 2 | -24% |
| Piggyback Traffic | 825 | 895 | 9% | 825 | 895 | 9% |
| Receipts from U.S. Connections | 1,042 | 1,131 | 8% | 1,042 | 1,131 | 8% |
| Total Traffic Carried | 18,733 | 19,479 | 4% | 18,733 | 19,479 | 4% |
| Major Commodity Changes: | | | | | | |
| Coal | 2,773 | 3,543 | 28% | 2,773 | 3,543 | 28% |
| Grain (excl. wheat) | 805 | 587 | -27% | 805 | 587 | -27% |
| Wheat | 1,002 | 904 | - 9% | 1,002 | 904 | - 9% |
| Potash | 952 | 718 | -25% | 952 | 718 | -25% |

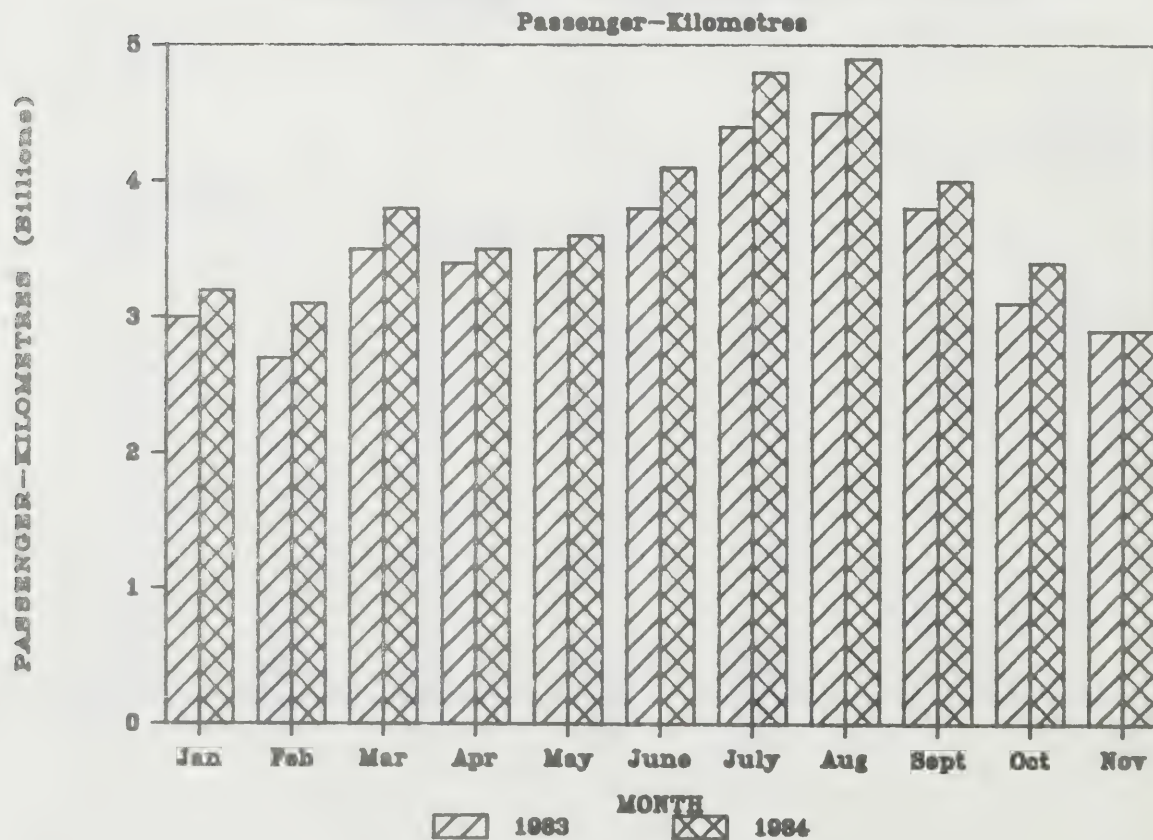
3. Air

Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services) (in millions)

| | 1983 | November 1984 | Change | 1983 | Year to Date 1984 | Change |
|----------------|---------|------------------|--------|----------|----------------------|--------|
| Operating | | | | | | |
| Revenues (\$) | 285.1 | 310.5 | 9% | 3,266.8 | 3,910.8 | 20% |
| Operating | | | | | | |
| Expenses (\$) | 302.2 | 316.6 | 5% | 3,227.8 | 3,747.8 | 16% |
| Operating | | | | | | |
| Income (\$) | -17.1 | -6.1 | -- | 39.0 | 163.0 | -- |
| Enplaned | | | | | | |
| Passengers | 1.66 | 1.70 | 2% | 19.38 | 20.81 | 7% |
| Passenger-km | 2,914.6 | 2,892.3 | - 1% | 38,737.4 | 41,444.5 | 7% |
| Goods Tonne-km | 94.6 | 101.7 | 7% | 884.5 | 1,007.0 | 14% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | IV Quarter | | | Year to Date | | |
|--------|------------|---------|--------|--------------|-----------|--------|
| | 1982 | 1983 | Change | 1982 | 1983 | Change |
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | II Quarter | | | Year to Date | | |
|--------------------|-------------|-------------|------------|-------|--------|--------------|-------|--------|
| | | | 1982 | 1983 | Change | 1982 | 1983 | Change |
| <u>Domestic</u> | | | | | | | | |
| 1. | Montreal | - Toronto | 254.2 | 251.2 | - 1% | 531.2 | 491.4 | - 7% |
| 2. | Ottawa | - Toronto | 156.8 | 147.1 | - 6% | 310.6 | 289.7 | - 7% |
| 3. | Vancouver | - Toronto | 128.5 | 137.6 | 7% | 228.3 | 218.8 | - 4% |
| 4. | Vancouver | - Calgary | 128.3 | 118.2 | - 8% | 227.3 | 204.2 | -10% |
| 5. | Calgary | - Toronto | 112.4 | 104.7 | - 7% | 205.2 | 167.3 | -18% |
| <u>Transborder</u> | | | | | | | | |
| 1. | New York | - Toronto | 150.3 | 150.6 | -- | 277.2 | 256.7 | - 7% |
| 2. | New York | - Montreal | 80.3 | 82.9 | 3% | 150.0 | 143.7 | - 4% |
| 3. | Chicago | - Toronto | 54.3 | 54.4 | -- | 94.3 | 93.1 | - 1% |
| 4. | Los Angeles | - Vancouver | 44.3 | 42.7 | - 3% | 73.0 | 77.4 | 6% |
| 5. | Boston | - Toronto | 37.3 | 42.3 | 13% | 64.3 | 70.3 | 9% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | Change |
|-----|-------------------------|------------|-------|--------|
| | | 1982 | 1983 | |
| 1. | Toronto International | 2,611 | 2,957 | 13% |
| 2. | Vancouver International | 1,202 | 1,374 | 14% |
| 3. | Montreal International | 1,182 | 1,273 | 8% |
| 4. | Calgary International | 773 | 862 | 11% |
| 5. | Winnipeg International | 418 | 498 | 19% |
| 6. | Ottawa International | 407 | 475 | 17% |
| 7. | Edmonton International | 404 | 436 | 8% |
| 8. | Halifax International | 314 | 358 | 14% |
| 9. | Mirabel International | 203 | 220 | 9% |
| 10. | Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|---------------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17,879 | 17,319 | - 3% | 17,879 | 17,319 | - 3% |
| Urban-Suburban & Other Services | 4,482 | 4,815 | 7% | 4,482 | 4,815 | 7% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,191 | 2,126 | - 3% | 2,191 | 2,126 | - 3% |
| Urban-Surburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,572 | 15,026 | - 3% | 15,572 | 15,026 | - 3% |
| Urban-Suburban & Other Services | 3,058 | 3,215 | 5% | 3,058 | 3,215 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---|-------------|-------------------------------|---------------|-------------|------------------------------------|---------------|
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 96.4 | 95.9 | - 1% | 96.4 | 95.9 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 23.1 | 22.7 | - 2% | 23.1 | 22.7 | - 2% |
| Other Services** | * | * | | * | * | |
| Total | 119.5 | 118.6 | - 1% | 119.5 | 118.6 | - 1% |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.0 | 44.6 | 1% | 44.0 | 44.6 | 1% |
| Trolley, Coach, Street- car, Subway, etc. | 13.7 | 13.9 | 1% | 13.7 | 13.9 | 1% |
| Other Services** | 0.5 | 0.5 | -- | 0.5 | 0.5 | -- |
| Total | 58.2 | 58.9 | 1% | 58.2 | 58.9 | 1% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.1 | 25.5 | 15.4 | 18.3 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---------------------|-------------|-------------------------------|---------------|-------------|------------------------------------|---------------|
| Passenger Cars | 57.4 | 66.2 | 15% | 57.4 | 66.2 | 15% |
| Commercial Vehicles | 19.6 | 24.0 | 22% | 19.6 | 24.0 | 22% |
| Total | <u>77.0</u> | <u>90.2</u> | <u>17%</u> | <u>77.0</u> | <u>90.2</u> | <u>17%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|-------------------------------|---------------|--------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,373 | 1,377 | 0.3% | 1,373 | 1,377 | 0.3% |
| All Other Countries | 57 | 57 | -- | 57 | 57 | -- |
| Total | <u>1,430</u> | <u>1,434</u> | <u>0.3%</u> | <u>1,430</u> | <u>1,434</u> | <u>0.3%</u> |
| Residents of Canada: | | | | | | |
| United States | 2,519 | 2,486 | - 1% | 2,519 | 2,486 | - 1% |
| All Other Countries | 205 | 233 | 13% | 205 | 233 | 13% |
| Total | <u>2,724</u> | <u>2,719</u> | <u>--</u> | <u>2,724</u> | <u>2,719</u> | <u>--</u> |
| Grand Total | <u>4,154</u> | <u>4,152</u> | <u>--</u> | <u>4,154</u> | <u>4,152</u> | <u>--</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,848 | 2,636 | - 7% | 33,187 | 32,915 | - 1% |
| Diesel Fuel Oil | 1,110 | 1,091 | - 2% | 13,924 | 14,783 | 6% |
| All Other Products | 3,299 | 2,735 | -17% | 31,519 | 30,625 | - 3% |
| Total Petroleum Products | <u>7,257</u> | <u>6,463</u> | <u>-11%</u> | <u>78,630</u> | <u>78,323</u> | <u>-0.4%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10¹⁵ joules)

| | 1983 | II Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 78.8 | 73.5 | - 8% | 169.6 | 159.4 | - 6% |
| Rail | 19.4 | 21.9 | 13% | 38.6 | 42.6 | 10% |
| Air | 29.2 | 30.1 | 3% | 54.6 | 58.0 | 6% |
| Marine | 25.2 | 24.0 | - 5% | 37.0 | 33.9 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 286.7 | 302.5 | 5% | 535.5 | 572.4 | 7% |
| Residential & Agriculture | 79.1 | 67.1 | -15% | 211.3 | 195.2 | - 8% |
| Commercial, Other Institutional & Pipelines | 70.3 | 70.8 | 1% | 160.1 | 165.5 | 3% |
| Energy Use- | | | | | | |
| Final Demand** | 588.9 | 589.8 | -- | 1,206.7 | 1,226.9 | 2% |
| Producer Consumption | 45.6 | 55.2 | 21% | 101.2 | 116.4 | 15% |
| Non-Energy Use | 73.4 | 76.3 | 4% | 128.6 | 128.4 | -- |
| Net Supply | 721.4 | 734.3 | 2% | 1,461.2 | 1,498.1 | 2% |

*1984 Final Demand to Date = 0.000049 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 409.5 | 442.8 | 8% | 846.5 | 943.4 | 11% |
| Rail | 19.9 | 21.9 | 13% | 38.6 | 42.6 | 10% |
| Air | 29.2 | 30.1 | 3% | 54.6 | 58.0 | 6% |
| Marine | 25.2 | 24.0 | - 5% | 37.0 | 33.9 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 288.8 | 305.6 | 6% | 539.4 | 578.7 | 7% |
| Residential & Agriculture | 265.7 | 254.8 | - 4% | 711.4 | 738.6 | 4% |
| Commercial, Other Institutional and Pipelines | 224.5 | 238.0 | 6% | 534.0 | 600.9 | 13% |
| Energy Use | | | | | | |
| Final Demand** | 1,262.4 | 1,317.3 | 4% | 2,792.1 | 2,996.0 | 7% |
| Producer Consumption | 63.6 | 72.1 | 13% | 147.4 | 165.1 | 12% |
| Non-Energy Use | 125.1 | 137.0 | 10% | 222.6 | 251.3 | 13% |
| Net Supply | 1,438.9 | 1,504.9 | 5% | 3,143.5 | 3,370.3 | 7% |

**1984 Final Demand to Date = 0.000129 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> | | <u>1985</u> | % Change Mar. '85 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Mar.</u> | <u>Feb.</u> | <u>Mar.</u> | <u>Mar. '84</u> | <u>Feb. '85</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 121.2 | 125.4 | 125.7 | 3.7% | -- |
| Public Transport | 131.9 | 138.7 | 144.3 | 9.4% | 4.0% |
| Gasoline | 133.0 | 144.1 | 143.6 | 8.0% | -0.3% |

| | <u>1983</u> | <u>1984</u> | % Change IV Qtr. '84 from | |
|---------------------|----------------|-----------------|------------------------------|--|
| | <u>IV Qtr.</u> | <u>III Qtr.</u> | <u>IV Qtr.</u> | <u>IV Qtr. '83</u> <u>III Qtr. '84</u> |
| (1981 = 100) | | | | |
| Travel Price Index: | 122.5 | 128.8 | 127.4 | 4.0% -1.1% |

| | <u>1984</u> | | <u>1985</u> | % Change Feb. '85 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Feb.</u> | <u>Jan.</u> | <u>Feb.</u> | <u>Feb. '84</u> | <u>Jan. '85</u> |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 306.6 | 315.6 | 316.0 | 3.1% | -- |

2. Employment

| | <u>1984</u> | | <u>1985</u> | |
|------------------------|-------------|--|-------------|-------------|
| | <u>Mar.</u> | | <u>Feb.</u> | <u>Mar.</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 11.5 | | 11.0 | 11.2 |
| Unadjusted | 12.7 | | 11.9 | 12.5 |
| No. Employed ('000)* | 10,595 | | 10,774 | 10,864 |
| No. Unemployed ('000)* | 1,541 | | 1,455 | 1,546 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | 1983 | 1984 | | % Change Dec. '84 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Dec.</u> | <u>Nov.</u> | <u>Dec.</u> | <u>Dec. '83</u> | <u>Nov. '84</u> |
| (1971 = 100) | | | | | |
| Total | 146.4 | 152.6 | 153.0 | 4.5% | 0.3% |
| Goods Producing | 131.6 | 136.1 | 136.8 | 4.0% | 0.5% |
| Service Producing | 156.4 | 163.8 | 164.0 | 4.9% | -- |
| Transportation | 142.7 | 152.2 | 150.5 | 5.5% | -1.1% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| | <u>1984</u> | | | <u>1985</u> | | |
|--|----------------|---------------|----------------|----------------|---------------|----------------|
| | <u>Mar. 28</u> | <u>Apr. 4</u> | <u>Apr. 11</u> | <u>Mar. 27</u> | <u>Apr. 3</u> | <u>Apr. 10</u> |
| | 78.28 | 78.29 | 78.21 | 72.80 | 72.99 | 72.81 |

5. Bank of Canada Rate

| | <u>1984</u> | | | <u>1985</u> | | |
|--|----------------|---------------|----------------|----------------|---------------|----------------|
| | <u>Mar. 29</u> | <u>Apr. 5</u> | <u>Apr. 12</u> | <u>Mar. 28</u> | <u>Apr. 4</u> | <u>Apr. 11</u> |
| | 10.78 | 10.81 | 10.78 | 10.65 | 10.59 | 10.32 |

6. Gross National Product

| | <u>Annual</u> | | <u>%</u> |
|--|---------------|-------------|----------|
| | <u>1983</u> | <u>1984</u> | |
| G.N.P. (Billions of Current Dollars) | 390.3 | 420.8 | 7.8% |
| G.N.P. (Billions of 1971 Constant Dollars) | 134.4 | 140.6 | 4.7% |
| G.N.E. Implicit Price Index (1971 = 100) | 290.5 | 299.3 | 3.0% |

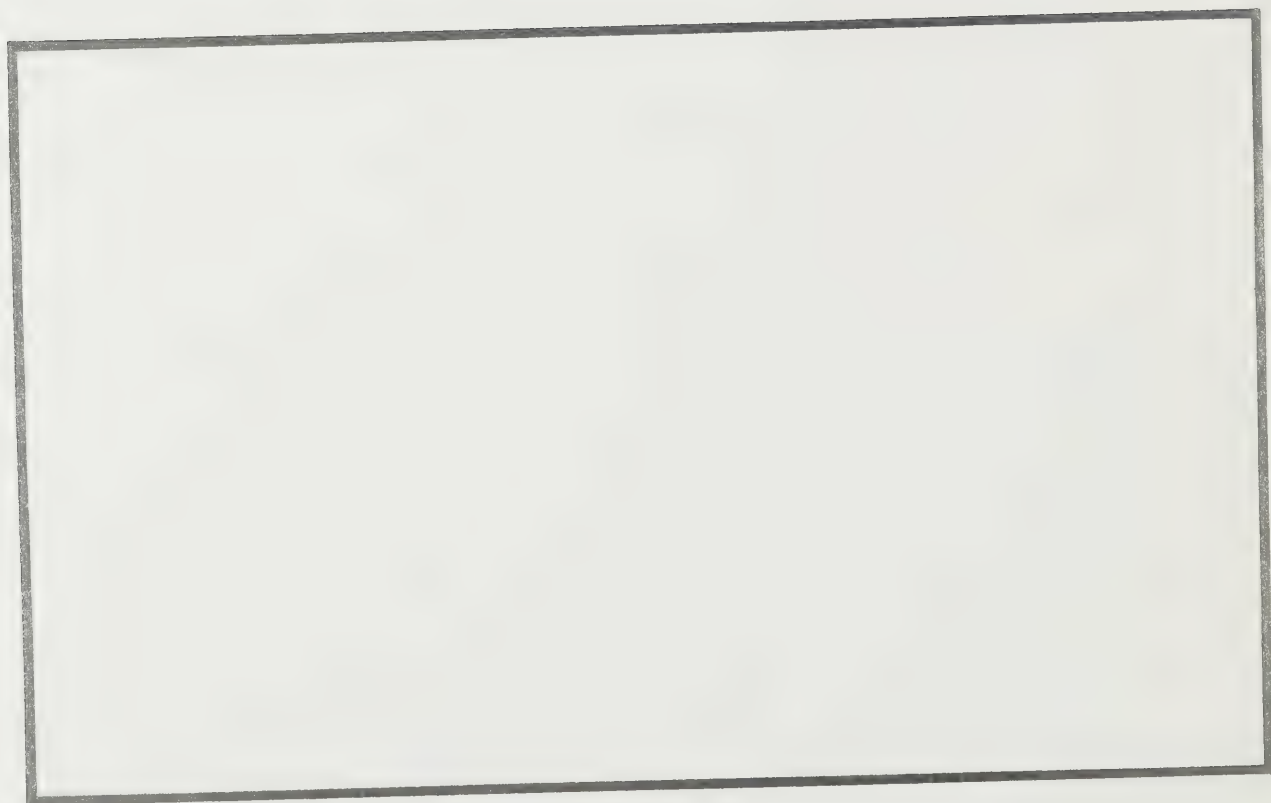
The Gross National Product for 1984 increased by 7.8% to \$420.8 billion. Real GNP, after allowing for an increase of 3.0% in the implicit deflator rose 4.7%. The growth rate of real GNP in 1984 was the largest since 1976 while the increase in price inflation was the smallest since 1971.

To a great extent the increase in economic activity during 1984 was due to sales of motor vehicle products, which accounted for half the 22% increase in merchandise export and most of the 11% increase in personal expenditure and durable goods. Apart from the gains in motor vehicle sales, demand rose slowly in most sectors of the economy.

In the fourth quarter of 1984, Gross National Product at market prices rose 1.4%. In real terms GNP rose 0.6%. This rate was slower than the 1.6% gain in the third quarter, reflecting a low level of inventory accumulation and a slowing of export activity.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Research
Branch

Economic
and Social
Research
Directorate

Commission canadienne
des transports

Direction
de la recherche

Recherche
économique
et sociale

Canada

CA1
TA115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1982</u> | <u>November</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|------------|---------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | <u>10,057</u> | <u>10,586</u> | <u>5%</u> | <u>98,172</u> | <u>101,273</u> | <u>3%</u> |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | <u>3,284</u> | <u>3,600</u> | <u>10%</u> | <u>41,070</u> | <u>41,803</u> | <u>2%</u> |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | <u>3,376</u> | <u>3,913</u> | <u>16%</u> | <u>45,060</u> | <u>47,413</u> | <u>5%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | <u>4,257</u> | <u>2,892</u> | <u>-32%</u> | <u>46,862</u> | <u>49,389</u> | <u>5%</u> |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | <u>4,350</u> | <u>3,164</u> | <u>-27%</u> | <u>50,145</u> | <u>53,908</u> | <u>7%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

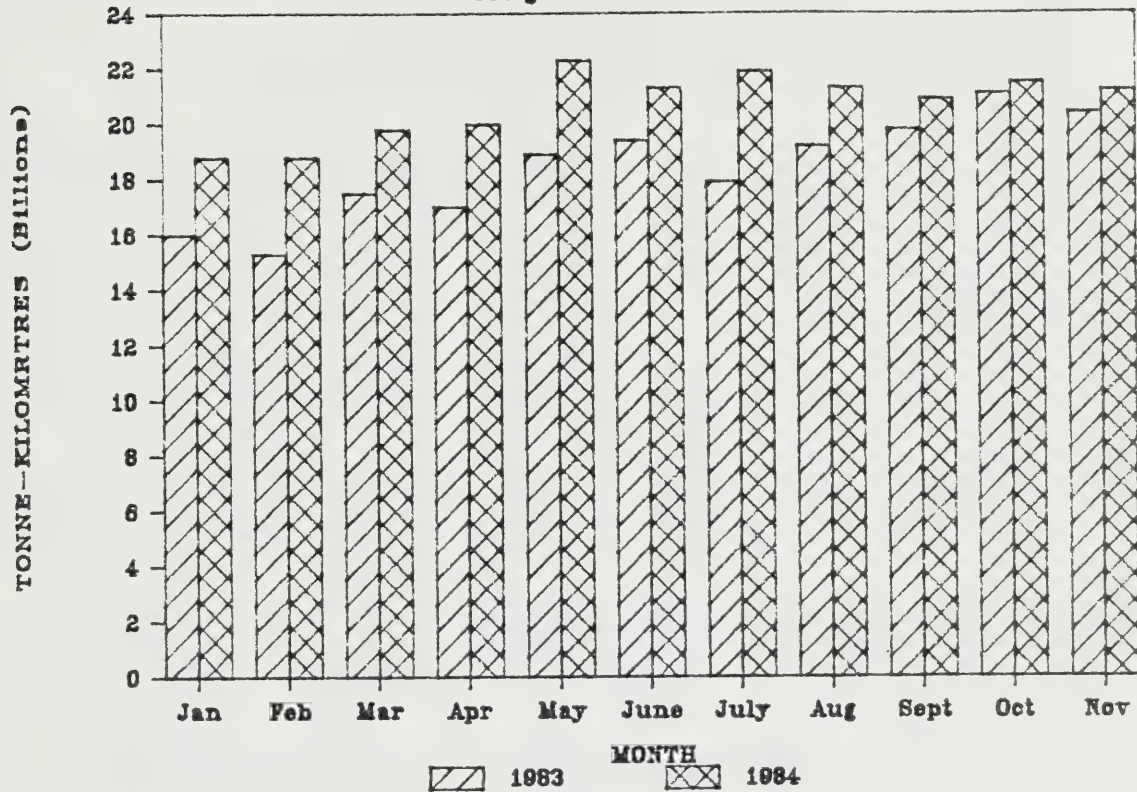
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>November</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 557.6 | 628.4 | 13% | 6,139.5 | 6,833.3 | 11% |
| Operating Expenses (\$) | 530.2 | 581.7 | 10% | 5,731.8 | 6,273.1 | 9% |
| Operating Income (\$) | 27.4 | 46.7 | 70% | 407.7 | 560.7 | 37% |
| Tonne-km, freight | 20,449.8 | 21,159.0 | 3% | 202,700.2 | 227,670.2 | 12% |
| Passenger-km, Intercity | 117.2 | 129.8 | 11% | 1,857.8 | 1,909.1 | 2% |
| Total | 117.7 | 130.4 | 11% | 1,882.0 | 1,915.1 | 2% |
| Passengers, Intercity | 0.396 | 0.447 | 13% | 5.457 | 5.673 | 4% |
| Total | 0.418 | 0.469 | 12% | 5.709 | 5.914 | 9% |
| Freight Train-km | 8.4 | 8.5 | 1% | 85.7 | 93.5 | 9% |
| Freight Car-km | 655.9 | 659.0 | 0.5% | 6,603.6 | 7,168.8 | 9% |
| Passenger Car-km | 8.8 | 8.5 | - 3% | 113.4 | 114.5 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1984 | February 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|---------------|---------------|-------------|---------------|-------------------|-----------|
| Carload Traffic (excl. Piggyback) | 17,062 | 16,349 | - 4% | 33,925 | 33,800 | -0.4% |
| Non-Carload Traffic | 2 | 3 | 17% | 5 | 5 | - 7% |
| Piggyback Traffic | 855 | 889 | 4% | 1,698 | 1,784 | 5% |
| Receipts from U.S. Connections | 1,103 | 1,062 | - 4% | 2,146 | 2,192 | 2% |
| Total Traffic Carried | 19,040 | 18,302 | - 4% | 37,774 | 37,782 | -- |
| Major Commodity Changes: | | | | | | |
| Coal | 2,853 | 3,295 | 16% | 5,626 | 6,838 | 21% |
| Grain (excl. wheat) | 817 | 367 | -55% | 1,622 | 954 | -41% |
| Wheat | 1,177 | 1,027 | -13% | 2,179 | 1,931 | -11% |
| Potash | 951 | 700 | -26% | 1,903 | 1,418 | -25% |
| Iron Ore and Conc. | 2,866 | 2,674 | - 7% | 5,523 | 5,322 | - 4% |
| Pulpwood Chips | 417 | 784 | 88% | 1,157 | 1,607 | 39% |

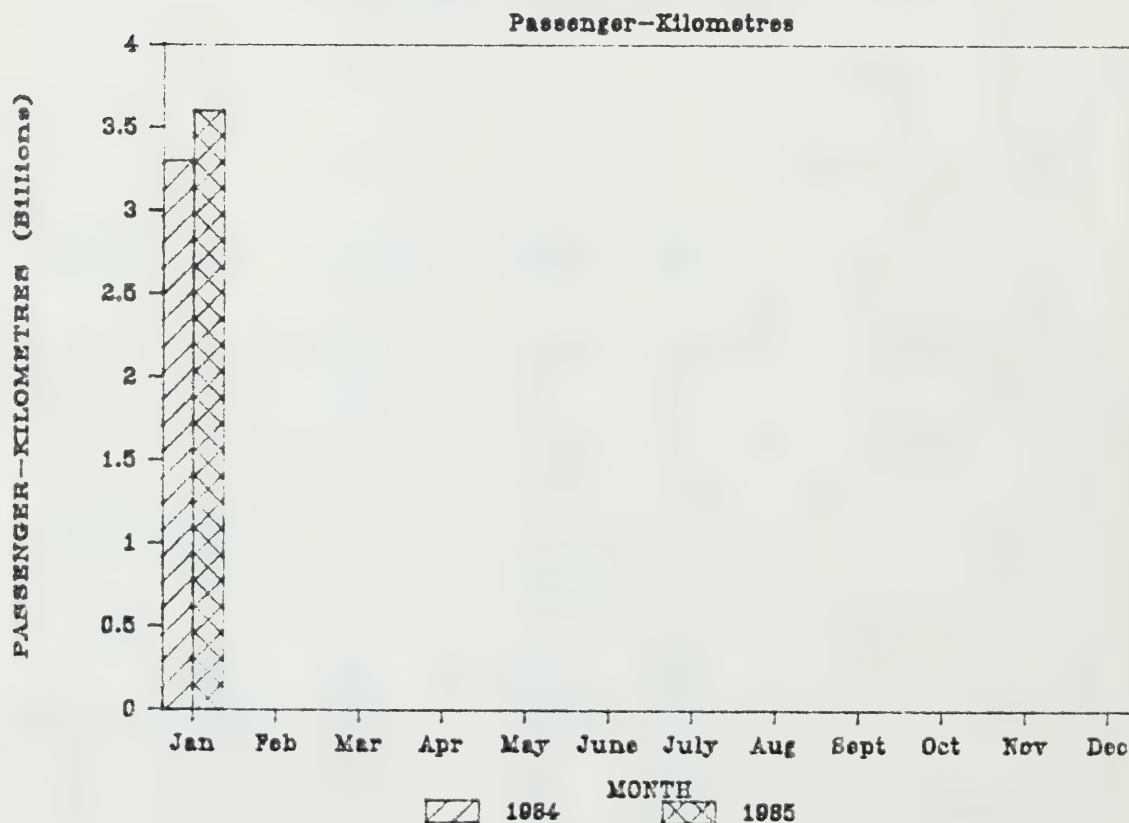
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|-------------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 294.9 | 333.5 | 13% | 294.9 | 333.5 | 13% |
| Operating Expenses (\$) | 317.5 | 362.3 | 14% | 317.5 | 362.3 | 14% |
| Operating Income (\$) | -28.7 | -22.6 | 21% | -28.7 | -22.6 | 21% |
| Enplaned Passengers | 1.68 | 1.81 | 8% | 1.68 | 1.81 | 8% |
| Passenger-km | 3,262.0 | 3,554.5 | 9% | 3,262.0 | 3,554.5 | 9% |
| Goods Tonne-km | 77.7 | 87.0 | 12% | 77.7 | 87.0 | 12% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | <u>IV Quarter</u> | | | <u>Year to Date</u> | | |
|--------|-------------------|----------------|---------------|---------------------|------------------|---------------|
| | <u>1982</u> | <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>1983</u> | <u>Change</u> |
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | <u>483,592</u> | <u>625,116</u> | <u>29%</u> | <u>2,871,774</u> | <u>3,089,063</u> | <u>8%</u> |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | II Quarter | | Change | Year to Date | | Change |
|-------------|-------------|-------------|------------|-------|--------|--------------|-------|--------|
| | | | 1982 | 1983 | | 1982 | 1983 | |
| Domestic | | | | | | | | |
| 1. | Montreal | - Toronto | 254.2 | 251.2 | - 1% | 531.2 | 491.4 | - 7% |
| 2. | Ottawa | - Toronto | 156.8 | 147.1 | - 6% | 310.6 | 289.7 | - 7% |
| 3. | Vancouver | - Toronto | 128.5 | 137.6 | 7% | 228.3 | 218.8 | - 4% |
| 4. | Vancouver | - Calgary | 128.3 | 118.2 | - 8% | 227.3 | 204.2 | -10% |
| 5. | Calgary | - Toronto | 112.4 | 104.7 | - 7% | 205.2 | 167.3 | -18% |
| Transborder | | | | | | | | |
| 1. | New York | - Toronto | 150.3 | 150.6 | -- | 277.2 | 256.7 | - 7% |
| 2. | New York | - Montreal | 80.3 | 82.9 | 3% | 150.0 | 143.7 | - 4% |
| 3. | Chicago | - Toronto | 54.3 | 54.4 | -- | 94.3 | 93.1 | - 1% |
| 4. | Los Angeles | - Vancouver | 44.3 | 42.7 | - 3% | 73.0 | 77.4 | 6% |
| 5. | Boston | - Toronto | 37.3 | 42.3 | 13% | 64.3 | 70.3 | 9% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | <u>IV Quarter</u> | | <u>Change</u> |
|-----|-------------------------|-------------------|-------------|---------------|
| | | <u>1982</u> | <u>1983</u> | |
| 1. | Toronto International | 2,611 | 2,957 | 13% |
| 2. | Vancouver International | 1,202 | 1,374 | 14% |
| 3. | Montreal International | 1,182 | 1,273 | 8% |
| 4. | Calgary International | 773 | 862 | 11% |
| 5. | Winnipeg International | 418 | 498 | 19% |
| 6. | Ottawa International | 407 | 475 | 17% |
| 7. | Edmonton International | 404 | 436 | 8% |
| 8. | Halifax International | 314 | 358 | 14% |
| 9. | Mirabel International | 203 | 220 | 9% |
| 10. | Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|---------------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17,879 | 17,319 | - 3% | 17,879 | 17,319 | - 3% |
| Urban-Suburban & Other Services | 4,482 | 4,815 | 7% | 4,482 | 4,815 | 7% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,191 | 2,126 | - 3% | 2,191 | 2,126 | - 3% |
| Urban-Suburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,572 | 15,026 | - 3% | 15,572 | 15,026 | - 3% |
| Urban-Suburban & Other Services | 3,058 | 3,215 | 5% | 3,058 | 3,215 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>February</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---|--------------|--------------------------------|---------------|--------------|------------------------------------|---------------|
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 100.6 | 97.4 | - 3% | 197.1 | 193.3 | - 2% |
| Trolley, Coach, Street- car, Subway, etc. | 23.3 | 22.8 | - 2% | 46.4 | 45.5 | - 2% |
| Other Services** | * | * | | * | * | |
| Total | <u>123.9</u> | <u>120.2</u> | <u>- 3%</u> | <u>243.5</u> | <u>238.8</u> | <u>- 2%</u> |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|-------------|--------------|--------------|-----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 43.5 | 42.8 | - 2% | 87.5 | 87.4 | -- |
| Trolley, Coach, Street- car, Subway, etc. | 13.6 | 13.5 | - 1% | 27.3 | 27.3 | -- |
| Other Services** | 0.5 | 0.5 | - 3% | 1.0 | 1.0 | - 2% |
| Total | <u>57.7</u> | <u>56.8</u> | <u>- 2%</u> | <u>115.9</u> | <u>115.7</u> | <u>--</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During II Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.0 | 28.2 | 13.3 | 21.2 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>February</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|---------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Passenger Cars | 70.1 | 72.7 | 4% | 127.4 | 138.9 | 9% |
| Commercial Vehicles | 22.3 | 24.2 | 9% | 41.9 | 48.2 | 15% |
| Total | <u>92.4</u> | <u>96.9</u> | <u>5%</u> | <u>169.4</u> | <u>187.1</u> | <u>10%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>February</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,521 | 1,427 | - 6% | 2,894 | 2,803 | - 3% |
| All Other Countries | 55 | 55 | - 1% | 112 | 111 | - 1% |
| Total | <u>1,576</u> | <u>1,481</u> | <u>- 6%</u> | <u>3,006</u> | <u>2,915</u> | <u>- 3%</u> |
| Residents of Canada: | | | | | | |
| United States | 2,446 | 2,324 | - 5% | 4,965 | 4,810 | - 3% |
| All Other Countries | 167 | 187 | 12% | 372 | 420 | 13% |
| Total | <u>2,613</u> | <u>2,511</u> | <u>- 4%</u> | <u>5,337</u> | <u>5,230</u> | <u>- 2%</u> |
| Grand Total | <u>4,189</u> | <u>3,992</u> | <u>- 5%</u> | <u>8,343</u> | <u>8,144</u> | <u>- 2%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Motor Gasoline | 2,462 | 2,522 | 2% | 2,462 | 2,522 | 2% |
| Diesel Fuel Oil | 991 | 1,027 | 4% | 991 | 1,027 | 4% |
| All Other Products | 3,254 | 3,287 | 1% | 3,254 | 3,287 | 1% |
| Total Petroleum Products | <u>6,707</u> | <u>6,836</u> | <u>2%</u> | <u>6,707</u> | <u>6,836</u> | <u>2%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | <u>III Quarter</u> | | | <u>Year to Date</u> | | |
|---|--------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 87.8 | 75.0 | -15% | 258.6 | 235.4 | - 9% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 305.0 | 317.0 | 4% | 836.5 | 886.1 | 6% |
| Residential & Agriculture | 63.8 | 45.5 | -29% | 279.0 | 237.7 | -15% |
| Commercial, Other Institutional & Pipelines | 70.2 | 74.5 | 6% | 230.1 | 245.9 | 7% |
| Energy Use- | | | | | | |
| Final Demand** | 610.6 | 593.8 | - 3% | 1,818.3 | 1,822.4 | -- |
| Producer Consumption | 55.5 | 53.2 | - 4% | 157.0 | 169.7 | 8% |
| Non-Energy Use | 100.0 | 101.7 | 2% | 227.2 | 230.1 | 1% |
| Net Supply | 781.4 | 764.1 | - 2% | 2,242.6 | 2,263.6 | 1% |

*1984 Final Demand to Date = 0.000072 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 394.4 | 391.9 | - 1% | 1,241.8 | 1,262.2 | 2% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 307.4 | 321.0 | 4% | 842.8 | 896.5 | 6% |
| Residential & Agriculture | 183.1 | 166.8 | - 9% | 898.4 | 900.6 | -- |
| Commercial, Other Institutional and Pipelines | 194.6 | 206.7 | 6% | 759.4 | 818.1 | 8% |
| Energy Use | | | | | | |
| Final Demand** | 1,163.1 | 1,168.2 | 0.4% | 3,956.0 | 4,094.7 | 3% |
| Producer Consumption | 80.7 | 77.6 | - 4% | 228.4 | 239.7 | 5% |
| Non-Energy Use | 148.3 | 166.7 | 12% | 369.6 | 415.0 | 12% |
| Net Supply | 1,402.2 | 1,409.2 | 0.5% | 4,545.4 | 4,702.8 | 3% |

**1984 Final Demand to Date = 0.000162 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> <u>Apr.</u> | <u>Mar.</u> | <u>1985</u> <u>Apr.</u> | % Change Apr. '85 from <u>Apr. '84</u> <u>Mar. '85</u> | |
|-----------------------|----------------------------|-------------|----------------------------|--|------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 121.5 | 125.7 | 126.2 | 3.9% | 0.5% |
| Public Transport | 131.7 | 144.3 | 145.1 | 10.2% | 0.6% |
| Gasoline | 133.2 | 143.6 | 143.3 | 7.6% | -- |

| | <u>1983</u> <u>IV Qtr.</u> | <u>1984</u> <u>III Qtr.</u> | <u>IV Qtr.</u> | % Change IV Qtr. '84 from <u>IV Qtr. '83</u> <u>III Qtr. '84</u> | |
|---------------------|-------------------------------|--------------------------------|----------------|--|-------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 122.5 | 128.8 | 127.4 | 4.0% | -1.1% |

| | <u>1984</u> <u>Mar.</u> | <u>Feb.</u> | <u>1985</u> <u>Mar.</u> | % Change Mar. '85 from <u>Mar. '84</u> <u>Feb. '85</u> | |
|---|----------------------------|-------------|----------------------------|--|------|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 308.7 | 316.0 | 317.5 | 2.9% | 0.3% |

2. Employment

| | <u>1984</u> <u>Apr.</u> | <u>Mar.</u> | <u>1985</u> <u>Apr.</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.4 | 11.2 | 10.9 |
| Unadjusted | 12.1 | 12.5 | 11.5 |
| No. Employed ('000)* | 10,670 | 10,864 | 11,015 |
| No. Unemployed ('000)* | 1,468 | 1,546 | 1,437 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1984</u> <u>Jan.</u> | <u>Dec.</u> | <u>1985</u> <u>Jan.</u> | % Change Jan. '85 from <u>Jan. '84</u> <u>Dec. '84</u> | |
|-------------------|----------------------------|-------------|----------------------------|--|------|
| (1971 = 100) | | | | | |
| Total | 147.6 | 152.7 | 153.2 | 3.8% | 0.3% |
| Goods Producing | 132.3 | 136.7 | 136.7 | 3.3% | -- |
| Service Producing | 158.1 | 163.6 | 164.4 | 4.0% | 0.5% |
| Transportation | 145.2 | 150.4 | 151.2 | 4.1% | 0.5% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|--------------|--------------|---------------|--------------|--------------|---------------|
| <u>May 2</u> | <u>May 9</u> | <u>May 16</u> | <u>May 1</u> | <u>May 8</u> | <u>May 15</u> |
| 77.78 | 77.33 | 77.23 | 73.15 | 72.44 | 72.71 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|--------------|---------------|---------------|--------------|--------------|---------------|
| <u>May 3</u> | <u>May 10</u> | <u>May 17</u> | <u>May 2</u> | <u>May 9</u> | <u>May 16</u> |
| 11.13 | 11.72 | 11.63 | 10.07 | 9.93 | 9.70 |

6. Gross National Product

| | <u>Annual</u> | | <u>%</u> |
|--|---------------|-------------|----------|
| | <u>1983</u> | <u>1984</u> | |
| G.N.P. (Billions of Current Dollars) | 390.3 | 420.8 | 7.8% |
| G.N.P. (Billions of 1971 Constant Dollars) | 134.4 | 140.6 | 4.7% |
| G.N.E. Implicit Price Index (1971 = 100) | 290.5 | 299.3 | 3.0% |

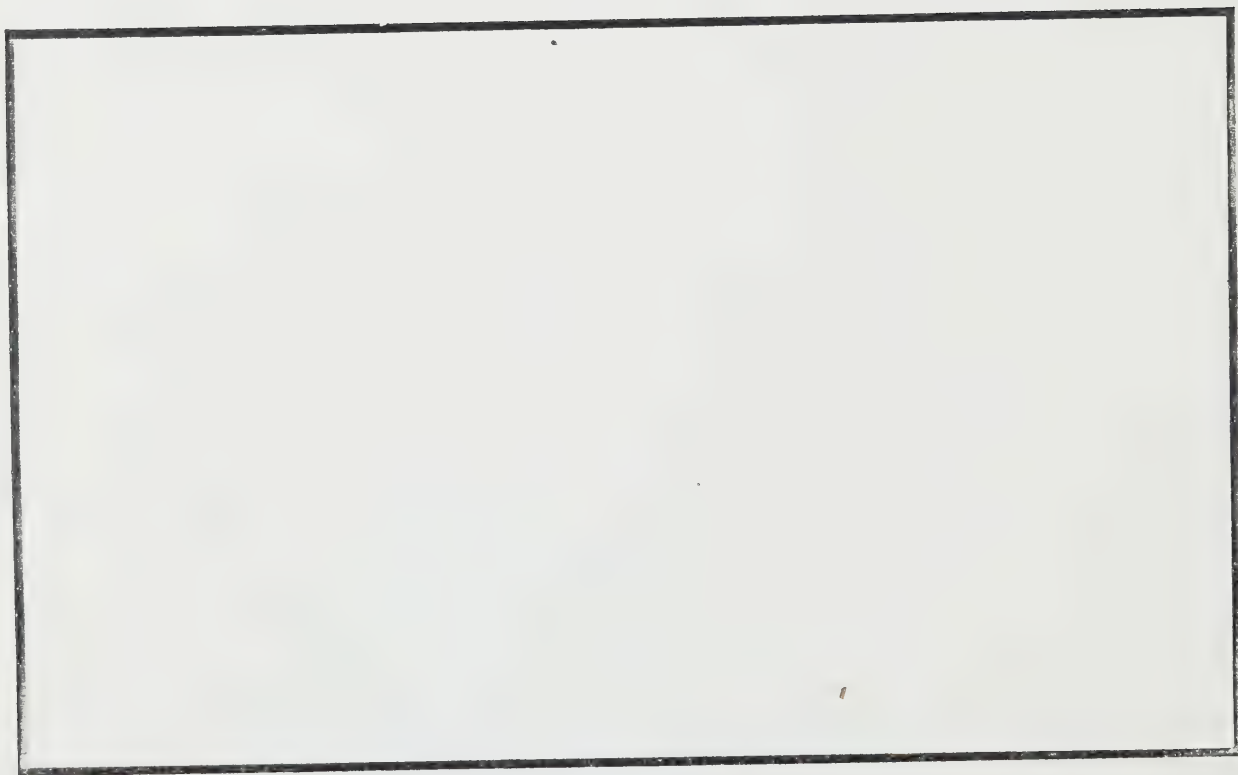
The Gross National Product for 1984 increased by 7.8% to \$420.8 billion. Real GNP, after allowing for an increase of 3.0% in the implicit deflator rose 4.7%. The growth rate of real GNP in 1984 was the largest since 1976 while the increase in price inflation was the smallest since 1971.

To a great extent the increase in economic activity during 1984 was due to sales of motor vehicle products, which accounted for half the 22% increase in merchandise export and most of the 11% increase in personal expenditure and durable goods. Apart from the gains in motor vehicle sales, demand rose slowly in most sectors of the economy.

In the fourth quarter of 1984, Gross National Product at market prices rose 1.4%. In real terms GNP rose 0.6%. This rate was slower than the 1.6% gain in the third quarter, reflecting a low level of inventory accumulation and a slowing of export activity.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CA1
TA115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1982</u> | <u>November</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|------------|---------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,064 | 1,162 | 9% | 10,352 | 11,452 | 10% |
| Saint John | 725 | 717 | - 1% | 7,812 | 7,790 | -0.3% |
| Quebec | 2,067 | 1,531 | -25% | 16,547 | 14,402 | -13% |
| Montreal | 2,173 | 2,481 | 14% | 18,239 | 20,477 | 12% |
| Vancouver | 4,027 | 4,694 | 16% | 45,222 | 47,152 | 4% |
| Total | <u>10,057</u> | <u>10,586</u> | <u>5%</u> | <u>98,172</u> | <u>101,273</u> | <u>3%</u> |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | <u>3,284</u> | <u>3,600</u> | <u>10%</u> | <u>41,070</u> | <u>41,803</u> | <u>2%</u> |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | <u>3,376</u> | <u>3,913</u> | <u>16%</u> | <u>45,060</u> | <u>47,413</u> | <u>5%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | <u>4,257</u> | <u>2,892</u> | <u>-32%</u> | <u>46,862</u> | <u>49,389</u> | <u>5%</u> |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | <u>4,350</u> | <u>3,164</u> | <u>-27%</u> | <u>50,145</u> | <u>53,908</u> | <u>7%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

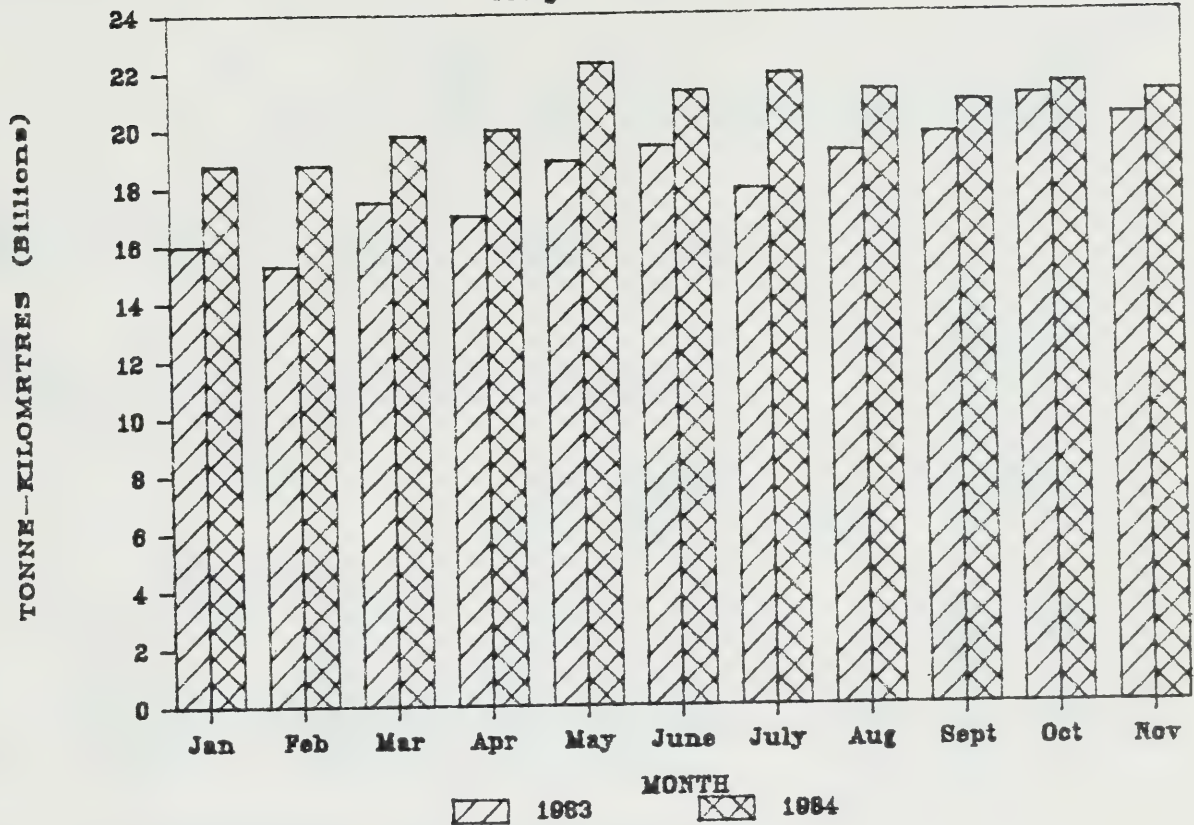
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>November</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 557.6 | 628.4 | 13% | 6,139.5 | 6,833.3 | 11% |
| Operating Expenses (\$) | 530.2 | 581.7 | 10% | 5,731.8 | 6,273.1 | 9% |
| Operating Income (\$) | 27.4 | 46.7 | 70% | 407.7 | 560.7 | 37% |
| Tonne-km, freight | 20,449.8 | 21,159.0 | 3% | 202,700.2 | 227,670.2 | 12% |
| Passenger-km, Intercity | 117.2 | 129.8 | 11% | 1,857.8 | 1,909.1 | 2% |
| Total | 117.7 | 130.4 | 11% | 1,882.0 | 1,915.1 | 2% |
| Passengers, Intercity | 0.396 | 0.447 | 13% | 5.457 | 5.673 | 4% |
| Total | 0.418 | 0.469 | 12% | 5.709 | 5.914 | 9% |
| Freight Train-km | 8.4 | 8.5 | 1% | 85.7 | 93.5 | 9% |
| Freight Car-km | 655.9 | 659.0 | 0.5% | 6,603.6 | 7,168.8 | 9% |
| Passenger Car-km | 8.8 | 8.5 | - 3% | 113.4 | 114.5 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

| | 1984 | March 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|---------------|---------------|-----------|---------------|----------------------|-----------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 17,909 | 19,098 | 7% | 51,835 | 52,898 | 2% |
| Non-Carload Traffic | 3 | 3 | - 3% | 8 | 8 | - 5% |
| Piggyback Traffic | 999 | 1,002 | 0.3% | 2,696 | 2,786 | 3% |
| Receipts from U.S. Connections | 1,222 | 1,265 | 4% | 3,367 | 3,457 | 3% |
| Total Traffic Carried | 20,133 | 21,368 | 6% | 57,906 | 59,150 | 2% |
| Major Commodity Changes: | | | | | | |
| Coal | 2,923 | 4,196 | 44% | 8,549 | 11,034 | 29% |
| Grain (excl. wheat) | 815 | 514 | -37% | 2,437 | 1,468 | -40% |
| Wheat | 1,145 | 876 | -23% | 3,324 | 2,807 | -16% |
| Pulpwood Chips | 397 | 829 | 109% | 1,554 | 2,436 | 56% |
| Sulphur | 598 | 812 | 36% | 1,815 | 2,362 | 30% |

3. Air

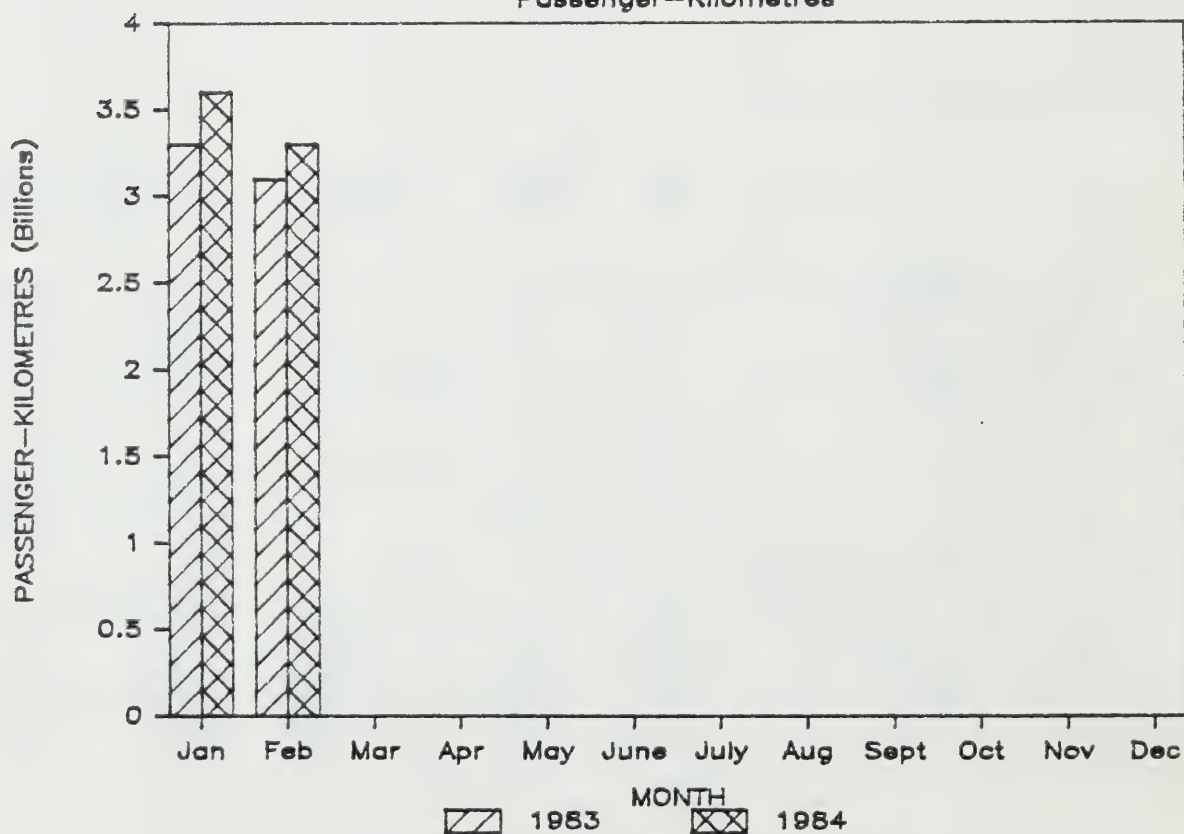
Major Canadian Air Transport Carriers - Level I* Operating Statistics (Unit Toll and Charter Services) (in millions)

| | 1984 | February 1985 | Change | 1984 | Year to Date 1985 | Change |
|-------------------------|---------|------------------|--------|---------|----------------------|--------|
| Operating Revenues (\$) | 293.2 | 320.5 | 9% | 588.1 | 651.6 | 11% |
| Operating Expenses (\$) | 314.0 | 334.8 | 7% | 631.5 | 691.6 | 10% |
| Operating Income (\$) | -20.8 | -14.3 | 31% | -43.4 | -40.0 | 8% |
| Enplaned Passengers | 1.66 | 1.73 | 5% | 3.33 | 3.54 | 6% |
| Passenger-km | 3,116.5 | 3,319.7 | 6% | 6,378.5 | 6,873.7 | 8% |
| Goods Tonne-km | 81.8 | 89.5 | 9% | 159.5 | 175.9 | 10% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------|----------------|----------------------------------|---------------|------------------|------------------------------------|---------------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | <u>483,592</u> | <u>625,116</u> | <u>29%</u> | <u>2,871,774</u> | <u>3,089,063</u> | <u>8%</u> |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>1982</u> | <u>II Quarter</u> <u>1983</u> | <u>Change</u> | <u>1982</u> | <u>Year to Date</u> <u>1983</u> | <u>Change</u> |
|--------------------|-------------------------|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 254.2 | 251.2 | - 1% | 531.2 | 491.4 | - 7% |
| 2. | Ottawa - Toronto | 156.8 | 147.1 | - 6% | 310.6 | 289.7 | - 7% |
| 3. | Vancouver - Toronto | 128.5 | 137.6 | 7% | 228.3 | 218.8 | - 4% |
| 4. | Vancouver - Calgary | 128.3 | 118.2 | - 8% | 227.3 | 204.2 | -10% |
| 5. | Calgary - Toronto | 112.4 | 104.7 | - 7% | 205.2 | 167.3 | -18% |
| <u>Transborder</u> | | | | | | | |
| 1. | New York - Toronto | 150.3 | 150.6 | -- | 277.2 | 256.7 | - 7% |
| 2. | New York - Montreal | 80.3 | 82.9 | 3% | 150.0 | 143.7 | - 4% |
| 3. | Chicago - Toronto | 54.3 | 54.4 | -- | 94.3 | 93.1 | - 1% |
| 4. | Los Angeles - Vancouver | 44.3 | 42.7 | - 3% | 73.0 | 77.4 | 6% |
| 5. | Boston - Toronto | 37.3 | 42.3 | 13% | 64.3 | 70.3 | 9% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|-------------------------|------------|-------|--------|
| | | 1982 | 1983 | Change |
| 1. | Toronto International | 2,611 | 2,957 | 13% |
| 2. | Vancouver International | 1,202 | 1,374 | 14% |
| 3. | Montreal International | 1,182 | 1,273 | 8% |
| 4. | Calgary International | 773 | 862 | 11% |
| 5. | Winnipeg International | 418 | 498 | 19% |
| 6. | Ottawa International | 407 | 475 | 17% |
| 7. | Edmonton International | 404 | 436 | 8% |
| 8. | Halifax International | 314 | 358 | 14% |
| 9. | Mirabel International | 203 | 220 | 9% |
| 10. | Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>January</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|---------------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 18 | 18 | | 18 | 18 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17,879 | 17,319 | - 3% | 17,879 | 17,319 | - 3% |
| Urban-Suburban & Other Services | 4,482 | 4,815 | 7% | 4,482 | 4,815 | 7% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,191 | 2,126 | - 3% | 2,191 | 2,126 | - 3% |
| Urban-Suburban & Other Service | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 15,572 | 15,026 | - 3% | 15,572 | 15,026 | - 3% |
| Urban-Suburban & Other Services | 3,058 | 3,215 | 5% | 3,058 | 3,215 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>to Date</u> <u>1985</u> | <u>Change</u> |
|---|--------------|-----------------------------|---------------|-------------------------------|---------------|
| Fare Passengers Carried: | | | | | |
| Urban & Suburban (regular and extra services) | | | | | |
| Motor Bus | 102.9 | 104.2 | 1% | 3007.5 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 28.5 | 27.8 | - 2% | 743.3 | - 2% |
| Other Services** | * | * | | * | |
| Total | <u>131.4</u> | <u>132.0</u> | <u>0.4%</u> | <u>3740.8</u> | <u>- 1%</u> |

Total Distance Run:

| | | | | | |
|---|-------------|-------------|------------|---------------|-----------|
| Urban & Suburban (regular and extra services) | | | | | |
| Motor Bus | 47.8 | 55.6 | 16% | 1353.0 | 6% |
| Trolley, Coach, Street- car, Subway, etc. | 16.1 | 15.7 | - 2% | 433.1 | - 1% |
| Other Services** | 0.5 | 0.5 | - 3% | 11.5 | - 2% |
| Total | <u>64.4</u> | <u>71.8</u> | <u>12%</u> | <u>1807.5</u> | <u>4%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>to Date</u> <u>1983</u> | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|-------------------------------|---------------|
| Canada | 1,172 | 1,032 | -12% | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During II Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Mo All Years</u> | |
|--------|-------------------------|-------------------|---------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100</u> | <u>miles/gall</u> |
| Canada | 10.0 | 28.2 | 13.3 | 21.2 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---------------------|--------------|-----------------------------|---------------|--------------|------------------------------------|---------------|
| Passenger Cars | 96.4 | 103.4 | 7% | 223.8 | 242.3 | 8% |
| Commercial Vehicles | 31.8 | 34.3 | 8% | 73.7 | 82.5 | 12% |
| Total | <u>128.1</u> | <u>137.7</u> | <u>7%</u> | <u>297.5</u> | <u>324.8</u> | <u>9%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------------|---------------|---------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,690 | 1,922 | 14% | 4,585 | 4,725 | 3% |
| All Other Countries | 69 | 77 | 12% | 181 | 189 | 4% |
| Total | <u>1,759</u> | <u>1,999</u> | <u>14%</u> | <u>4,765</u> | <u>4,913</u> | <u>3%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,093 | 3,044 | - 2% | 8,057 | 7,854 | - 2% |
| All Other Countries | 227 | 279 | 23% | 599 | 699 | 17% |
| Total | <u>3,320</u> | <u>3,323</u> | <u>--</u> | <u>8,656</u> | <u>8,553</u> | <u>- 1%</u> |
| Grand Total | <u>5,079</u> | <u>5,322</u> | <u>5%</u> | <u>13,422</u> | <u>13,466</u> | <u>0.3%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1983</u> | <u>February</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,405 | 2,320 | - 4% | 4,867 | 4,842 | - 1% |
| Diesel Fuel Oil | 1,025 | 1,063 | 4% | 2,017 | 2,091 | 4% |
| All Other Products | 2,897 | 2,717 | - 6% | 6,151 | 6,003 | 2% |
| Total Petroleum Products | <u>6,328</u> | <u>6,101</u> | <u>- 4%</u> | <u>13,035</u> | <u>12,936</u> | <u>- 1%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1983 | III Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|---|-------|---------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 87.8 | 75.0 | -15% | 258.6 | 235.4 | - 9% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 305.0 | 317.0 | 4% | 836.5 | 886.1 | 6% |
| Residential & Agriculture | 63.8 | 45.5 | -29% | 279.0 | 237.7 | -15% |
| Commercial, Other Institutional & Pipelines | 70.2 | 74.5 | 6% | 230.1 | 245.9 | 7% |
| Energy Use- | | | | | | |
| Final Demand** | 610.6 | 593.8 | - 3% | 1,818.3 | 1,822.4 | -- |
| Producer Consumption | 55.5 | 53.2 | - 4% | 157.0 | 169.7 | 8% |
| Non-Energy Use | 100.0 | 101.7 | 2% | 227.2 | 230.1 | 1% |
| Net Supply | 781.4 | 764.1 | - 2% | 2,242.6 | 2,263.6 | 1% |

*1984 Final Demand to Date = 0.000072 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 394.4 | 391.9 | - 1% | 1,241.8 | 1,262.2 | 2% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 307.4 | 321.0 | 4% | 842.8 | 896.5 | 6% |
| Residential & Agriculture | 183.1 | 166.8 | - 9% | 898.4 | 900.6 | -- |
| Commercial, Other Institutional and Pipelines | 194.6 | 206.7 | 6% | 759.4 | 818.1 | 8% |
| Energy Use | | | | | | |
| Final Demand** | 1,163.1 | 1,168.2 | 0.4% | 3,956.0 | 4,094.7 | 3% |
| Producer Consumption | 80.7 | 77.6 | - 4% | 228.4 | 239.7 | 5% |
| Non-Energy Use | 148.3 | 166.7 | 12% | 369.6 | 415.0 | 12% |
| Net Supply | 1,402.2 | 1,409.2 | 0.5% | 4,545.4 | 4,702.8 | 3% |

**1984 Final Demand to Date = 0.000162 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> <u>May</u> | <u>Apr.</u> | <u>1985</u> <u>May</u> | % Change May '85 from <u>May '84</u> <u>Apr. '85</u> | |
|-----------------------|---------------------------|-------------|---------------------------|--|-------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 121.7 | 126.2 | 126.5 | 3.9% | -- |
| Public Transport | 135.9 | 145.1 | 148.1 | 9.0% | 2.1% |
| Gasoline | 127.9 | 134.3 | 134.0 | 8.6% | -0.4% |

| | <u>1983</u> <u>IV Qtr.</u> | <u>1984</u> <u>III Qtr.</u> | <u>IV Qtr.</u> | % Change IV Qtr. '84 from <u>IV Qtr. '83</u> <u>III Qtr. '84</u> | |
|---------------------|-------------------------------|--------------------------------|----------------|--|-------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 122.5 | 128.8 | 127.4 | 4.0% | -1.1% |

| | <u>1984</u> <u>Apr.</u> | <u>Mar.</u> | <u>1985</u> <u>Apr.</u> | % Change Apr. '85 from <u>Apr. '84</u> <u>Mar. '85</u> | |
|---|----------------------------|-------------|----------------------------|--|--|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 310.5 | 317.5 | 317.8 | 2.4% | |

2. Employment

| | <u>1984</u> <u>May</u> | <u>Apr.</u> | <u>1985</u> <u>May</u> |
|------------------------|---------------------------|-------------|---------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.6 | 10.9 | 10.5 |
| Unadjusted | 11.7 | 11.5 | 10.4 |
| No. Employed ('000)* | 11,412 | 11,015 | 11,412 |
| No. Unemployed ('000)* | 1,329 | 1,437 | 1,329 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1984</u> <u>Feb.</u> | <u>Jan.</u> | <u>1985</u> <u>Feb.</u> | % Change Feb. '85 from <u>Feb. '84</u> <u>Jan. '84</u> | |
|-------------------|----------------------------|-------------|----------------------------|--|------|
| (1971 = 100) | | | | | |
| Total | 146.3 | 153.0 | 153.4 | 4.9% | 0 |
| Goods Producing | 128.9 | 136.7 | 136.3 | 5.7% | -0. |
| Service Producing | 158.2 | 164.1 | 165.0 | 4.3% | 0.5% |
| Transportation | 144.1 | 151.8 | 151.5 | 5.1% | -- |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>June 6</u> | <u>June 13</u> | <u>June 20</u> | <u>June 5</u> | <u>June 12</u> | <u>June 19</u> |
| 77.10 | 76.87 | 76.89 | 72.94 | 72.93 | 73.09 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>June 7</u> | <u>June 14</u> | <u>June 21</u> | <u>June 6</u> | <u>June 13</u> | <u>June 20</u> |
| 11.77 | 11.84 | 11.98 | 9.47 | 9.79 | 9.57 |

6. Gross National Product

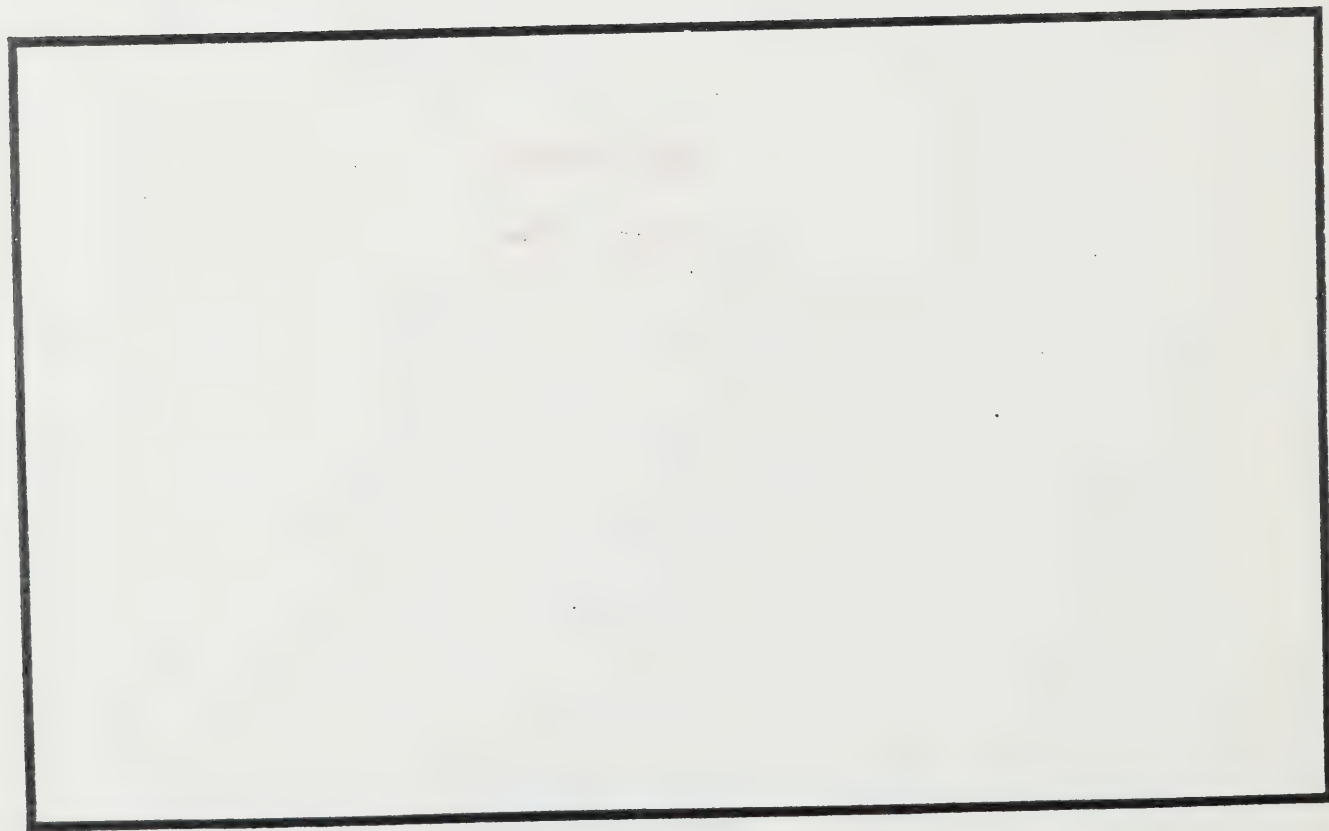
| | <u>IV Quarter</u> <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>%</u> |
|---|----------------------------------|---------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 430.8 | 441.0 | 2.4% |
| G.N.P. (Billions of 1971 Constant Dollars) | 143.4 | 144.7 | 0.9% |
| G.N.E. Implicit Price Index (1971 = 100) | 300.4 | 304.8 | 1.5% |

The Gross National Product in the first quarter of 1985 rose 2.4% to \$441.0 billion, seasonally adjusted at annual rates. Real GNP after allowing for an increase of 1.5% in the implicit deflator increased 0.9%.

The major sources of growth in economic activity during the first quarter occurred in consumer expenditure on goods and services, housing and accumulated inventories. Consumer spending on goods rose 1.1% this quarter while housing expenditures increased 5.1%, the largest gain since mid-1983. Non-farm inventories rose \$1.4 billion to an accumulation of \$1.2 billion.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|--------------|---------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,182 | 1,200 | 2% | 6,046 | 5,652 | - 7% |
| Saint John | 557 | 587 | 5% | 4,348 | 3,253 | -25% |
| Quebec | NA | NA | | NA | NA | |
| Montreal | 2,648 | 2,059 | -22% | 8,242 | 7,662 | - 7% |
| Vancouver | 4,668 | 5,225 | 12% | 23,516 | 24,640 | 5% |
| Total | <u>9,055</u> | <u>9,071</u> | <u>--</u> | <u>42,152</u> | <u>41,207</u> | <u>- 2%</u> |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | <u>3,284</u> | <u>3,600</u> | <u>10%</u> | <u>41,070</u> | <u>41,803</u> | <u>2%</u> |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | <u>3,376</u> | <u>3,913</u> | <u>16%</u> | <u>45,060</u> | <u>47,413</u> | <u>5%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | <u>4,257</u> | <u>2,892</u> | <u>-32%</u> | <u>46,862</u> | <u>49,389</u> | <u>5%</u> |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | <u>4,350</u> | <u>3,164</u> | <u>-27%</u> | <u>50,145</u> | <u>53,908</u> | <u>7%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

2. Rail

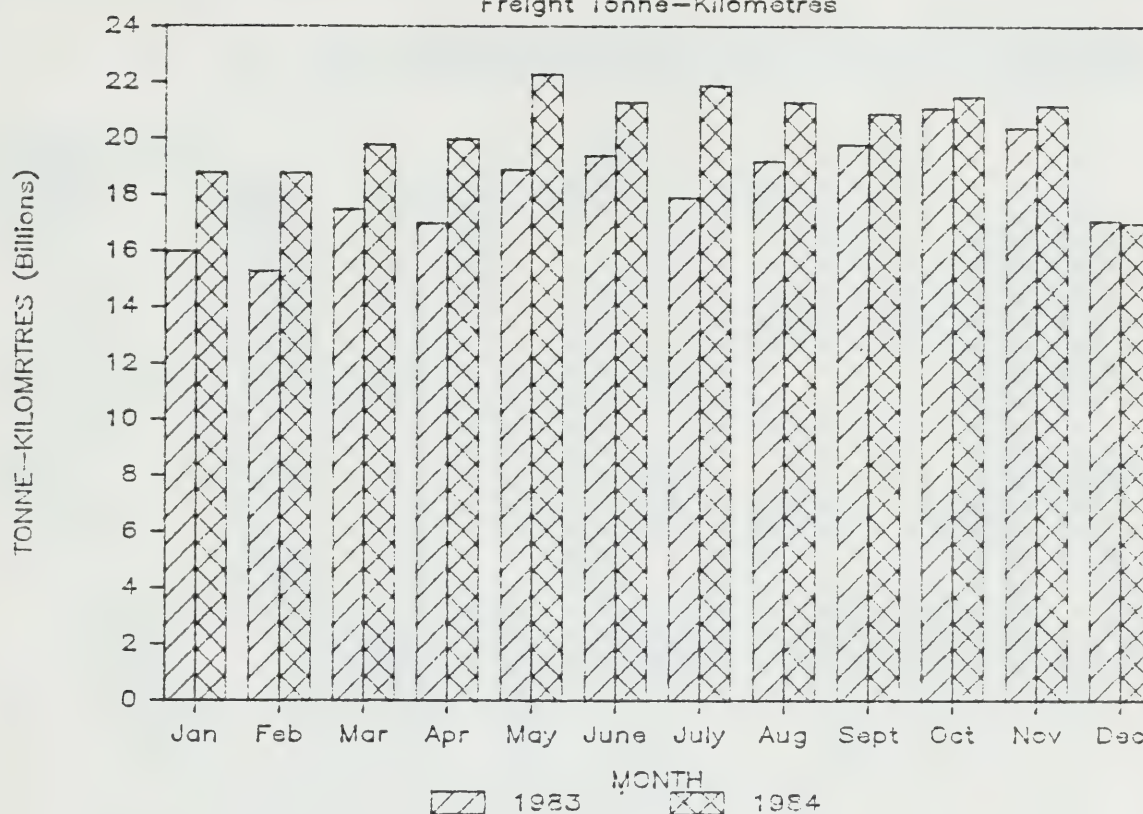
Operating Statistics*
(in millions)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Operating Revenues (\$) | 646.2 | 517.0 | -20% | 6,785.7 | 7,350.2 | 8% |
| Operating Expenses (\$) | 619.5 | 561.6 | - 9% | 6,351.2 | 6,834.7 | 8% |
| Operating Income (\$) | 26.7 | -44.6 | -- | 434.5 | 515.5 | 19% |
| Tonne-km, freight | 17,114.1 | 17,000.1 | - 1% | 219,814.3 | 244,670.3 | 11% |
| Passenger-km, Intercity | 190.9 | 176.6 | - 7% | 2,066.7 | 2,085.8 | 1% |
| Total | 191.4 | 177.1 | - 7% | 2,073.4 | 2,092.1 | 1% |
| Passengers, Intercity | 0.578 | 0.551 | - 5% | 6.035 | 6.224 | 3% |
| Total | 0.598 | 0.569 | - 5% | 6.307 | 6.483 | 3% |
| Freight Train-km | 7.7 | 7.3 | - 5% | 93.4 | 100.8 | 8% |
| Freight Car-km | 546.6 | 540.2 | - 1% | 7,150.2 | 7,709.0 | 8% |
| Passenger Car-km | 10.5 | 10.3 | - 2% | 123.9 | 124.7 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

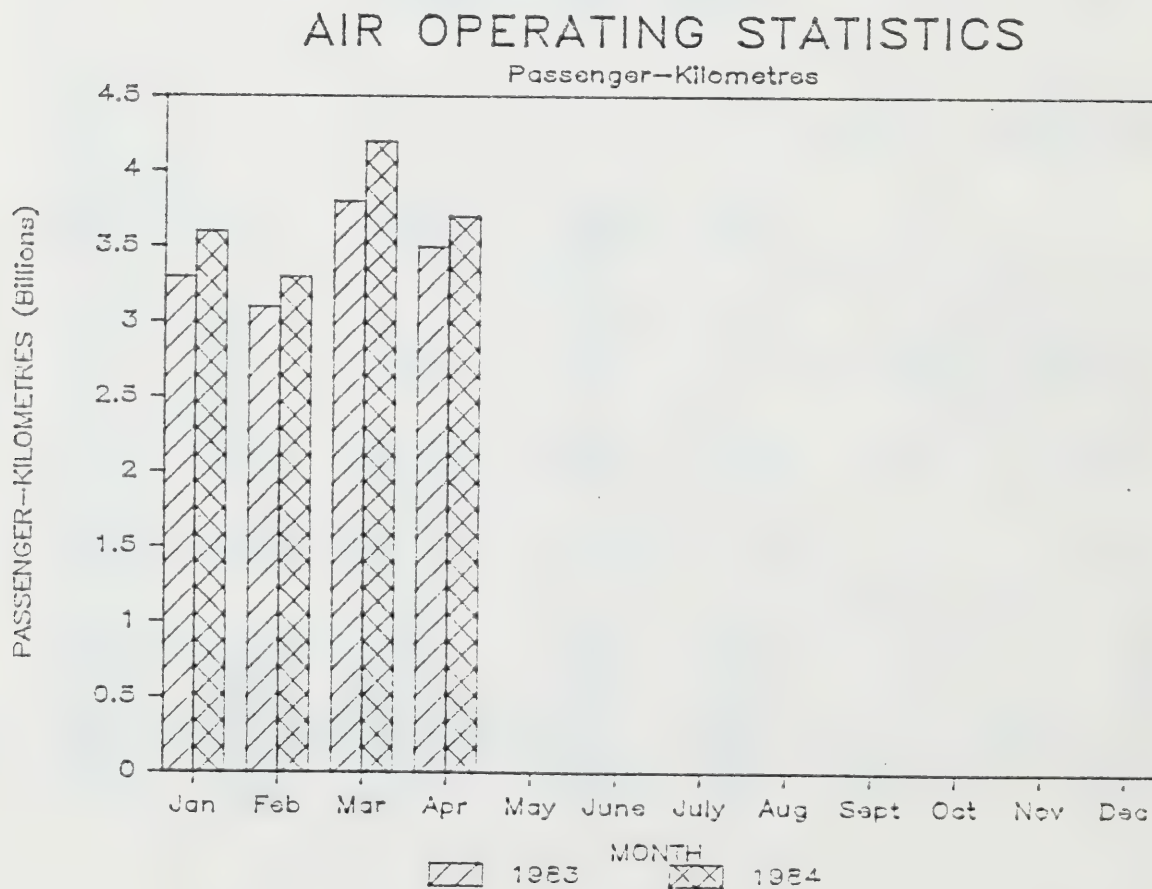
| | 1984 | April 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|---------------|---------------|-----------|---------------|----------------------|-----------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 18,897 | 19,522 | 3% | 70,732 | 72,421 | 2% |
| Non-Carload Traffic | 3 | 3 | 11% | 11 | 11 | - 1% |
| Piggyback Traffic | 909 | 984 | 8% | 3,605 | 3,771 | 5% |
| Receipts from U.S. Connections | 1,225 | 1,192 | 3% | 4,592 | 4,653 | 1% |
| Total Traffic Carried | 21,034 | 21,701 | 3% | 78,940 | 80,856 | 2% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,112 | 4,052 | 30% | 11,661 | 15,086 | 29% |
| Grain (excl. wheat) | 809 | 511 | -37% | 3,246 | 1,979 | -39% |
| Wheat | 1,749 | 1,201 | -31% | 5,072 | 4,008 | -21% |
| Pulpwood Chips | 620 | 764 | 23% | 2,174 | 3,199 | 47% |
| Iron Ore & Concentrates | 3,264 | 3,160 | - 3% | 12,079 | 11,610 | - 4% |
| Potash | 951 | 11,073 | 16% | 3,935 | 3,622 | - 8% |

3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1984</u> | <u>April</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 325.8 | 370.0 | 14% | 1,267.1 | 1,420.0 | 12% |
| Operating Expenses (\$) | 329.4 | 370.2 | 12% | 1,298.7 | 1,438.6 | 11% |
| Operating Income (\$) | -3.6 | -0.2 | 93% | -31.5 | -18.8 | 40% |
| Enplaned Passengers | 1.84 | 1.96 | 6% | 7.19 | 7.63 | 6% |
| Passenger-km | 3,466.6 | 3,664.5 | 6% | 13,669.6 | 14,728.6 | 8% |
| Goods Tonne-km | 86.6 | 97.6 | 13% | 340.9 | 376.7 | 10% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.



International Passengers In and Out of Canada

| | 1982 | IV Quarter 1983 | Change | 1982 | Year to Date 1983 | Change |
|--------|---------|--------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | 1,111 | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 85,460 | 100,253 | 17% | 870,881 | 910,800 | 5% |
| South | 84,827 | 150,575 | 77% | 390,860 | 609,539 | 56% |
| U.S.A. | 313,305 | 374,288 | 19% | 1,608,922 | 1,568,674 | - 2% |
| Total | 483,592 | 625,116 | 29% | 2,871,774 | 3,089,063 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1983 | I Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------|------------------------------------|-------|-------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 240.1 | 260.3 | 8% | 240.1 | 260.3 | 8% |
| 2. | Ottawa - Toronto | 142.7 | 164.6 | 15% | 142.7 | 164.6 | 15% |
| 3. | Toronto - Vancouver | 81.3 | 100.1 | 23% | 81.3 | 100.1 | 23% |
| 4. | Calgary - Edmonton | 104.9 | 96.3 | - 8% | 104.9 | 96.3 | - 8% |
| 5. | Calgary - Vancouver | 86.0 | 89.7 | 4% | 86.0 | 89.7 | 4% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 106.0 | 135.6 | 28% | 106.0 | 135.6 | 28% |
| 2. | Montreal - New York | 60.8 | 70.4 | 16% | 60.8 | 70.4 | 16% |
| 3. | Montreal - Miami | 58.5 | 53.4 | - 9% | 58.5 | 53.4 | - 9% |
| 4. | Toronto - Tampa/ St. Petersburg | 49.4 | 47.0 | - 5% | 49.4 | 47.0 | - 5% |
| 5. | Toronto - Chicago | 38.7 | 46.4 | 20% | 38.7 | 46.4 | 20% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | 1982 | IV Quarter 1983 | Change |
|----------------------------|-------|--------------------|--------|
| 1. Toronto International | 2,611 | 2,957 | 13% |
| 2. Vancouver International | 1,202 | 1,374 | 14% |
| 3. Montreal International | 1,182 | 1,273 | 8% |
| 4. Calgary International | 773 | 862 | 11% |
| 5. Winnipeg International | 418 | 498 | 19% |
| 6. Ottawa International | 407 | 475 | 17% |
| 7. Edmonton International | 404 | 436 | 8% |
| 8. Halifax International | 314 | 358 | 14% |
| 9. Mirabel International | 203 | 220 | 9% |
| 10. Edmonton Municipal | 188 | 188 | -- |

4. Road

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|-------------------|-------------|---------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 15,439 | 16,466 | 7% | 85,816 | 83,935 | - 2% |
| Other Services | 6,209 | 6,149 | - 1% | 26,610 | 26,689 | 0.3% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 1,741 | 1,618 | - 7% | 10,375 | 9,013 | -13% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 14,340 | 13,788 | - 4% | 74,041 | 69,744 | - 6% |
| Other Services | 4,214 | 4,934 | 17% | 18,127 | 19,581 | 8% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>May 1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|---------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 96.0 | 96.2 | -- | 498.2 | 492.4 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 22.9 | 23.3 | 2% | 120.4 | 124.1 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>118.9</u> | <u>119.5</u> | <u>0.5%</u> | <u>618.6</u> | <u>616.5</u> | <u>-0.3%</u> |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|-------------|--------------|--------------|-----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.7 | 44.5 | -0.4% | 222.5 | 232.6 | 5% |
| Trolley, Coach, Street- car, Subway, etc. | 14.1 | 14.0 | -0.7% | 71.2 | 72.2 | 1% |
| Other Services** | 0.7 | 0.6 | - 7% | 2.6 | 2.6 | 0.3% |
| Total | <u>59.4</u> | <u>59.1</u> | <u>- 1%</u> | <u>296.3</u> | <u>307.4</u> | <u>4%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter 1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During III Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.1 | 28.0 | 13.2 | 21.4 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>April 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|---------------------|--------------|-----------------------|---------------|--------------|------------------------------|---------------|
| Passenger Cars | 93.1 | 119.9 | 29% | 316.9 | 362.2 | 14% |
| Commercial Vehicles | 28.3 | 37.8 | 33% | 102.0 | 120.3 | 18% |
| Total | <u>121.4</u> | <u>157.6</u> | <u>30%</u> | <u>418.9</u> | <u>482.5</u> | <u>15%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>March 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------|---------------|---------------|------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,690 | 1,922 | 14% | 4,585 | 4,725 | 3% |
| All Other Countries | 69 | 77 | 12% | 181 | 189 | 4% |
| Total | <u>1,759</u> | <u>1,999</u> | <u>14%</u> | <u>4,765</u> | <u>4,913</u> | <u>3%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,093 | 3,044 | - 2% | 8,057 | 7,854 | - 2% |
| All Other Countries | 227 | 279 | 23% | 599 | 699 | 17% |
| Total | <u>3,320</u> | <u>3,323</u> | <u>--</u> | <u>8,656</u> | <u>8,553</u> | <u>- 1%</u> |
| Grand Total | <u>5,079</u> | <u>5,322</u> | <u>5%</u> | <u>13,422</u> | <u>13,466</u> | <u>0.3%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1984</u> | <u>March 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------|---------------|---------------|------------------------------|---------------|
| Motor Gasoline | 2,604 | 2,473 | - 5% | 7,471 | 7,318 | - 9% |
| Diesel Fuel Oil | 1,090 | 1,085 | -0.5% | 3,107 | 3,176 | 2% |
| All Other Products | 2,937 | 2,575 | -12% | 9,088 | 8,706 | - 4% |
| Total Petroleum Products | <u>6,630</u> | <u>6,133</u> | <u>- 7%</u> | <u>19,665</u> | <u>19,200</u> | <u>- 2%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1983 | III Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|---|-------|---------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 87.8 | 75.0 | -15% | 258.6 | 235.4 | - 9% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 305.0 | 317.0 | 4% | 836.5 | 886.1 | 6% |
| Residential & Agriculture | 63.8 | 45.5 | -29% | 279.0 | 237.7 | -15% |
| Commercial, Other Institutional & Pipelines | 70.2 | 74.5 | 6% | 230.1 | 245.9 | 7% |
| Energy Use- Final Demand** | 610.6 | 593.8 | - 3% | 1,818.3 | 1,822.4 | -- |
| Producer Consumption | 55.5 | 53.2 | - 4% | 157.0 | 169.7 | 8% |
| Non-Energy Use | 100.0 | 101.7 | 2% | 227.2 | 230.1 | 1% |
| Net Supply | 781.4 | 764.1 | - 2% | 2,242.6 | 2,263.6 | 1% |

*1984 Final Demand to Date = 0.000072 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 394.4 | 391.9 | - 1% | 1,241.8 | 1,262.2 | 2% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 307.4 | 321.0 | 4% | 842.8 | 896.5 | 6% |
| Residential & Agriculture | 183.1 | 166.8 | - 9% | 898.4 | 900.6 | -- |
| Commercial, Other Institutional and Pipelines | 194.6 | 206.7 | 6% | 759.4 | 818.1 | 8% |
| Energy Use Final Demand** | 1,163.1 | 1,168.2 | 0.4% | 3,956.0 | 4,094.7 | 3% |
| Producer Consumption | 80.7 | 77.6 | - 4% | 228.4 | 239.7 | 5% |
| Non-Energy Use | 148.3 | 166.7 | 12% | 369.6 | 415.0 | 12% |
| Net Supply | 1,402.2 | 1,409.2 | 0.5% | 4,545.4 | 4,702.8 | 3% |

**1984 Final Demand to Date = 0.000162 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> | | <u>1985</u> | % Change June '85 from | |
|-----------------------|-------------|------------|-------------|---------------------------|----------------|
| | <u>June</u> | <u>May</u> | <u>June</u> | <u>June '84</u> | <u>May '85</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 122.2 | 126.5 | 127.2 | 4.1% | 0.6% |
| Public Transport | 142.7 | 148.1 | 150.5 | 5.4% | 1.6% |
| Gasoline | 134.2 | 142.7 | 141.5 | 5.4% | -0.8% |

| | <u>1984</u> | | <u>1985</u> | % Change I Qtr. '85 from | |
|---------------------|---------------|----------------|---------------|-----------------------------|--------------------|
| | <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>I Qtr.</u> | <u>I Qtr. '84</u> | <u>IV Qtr. '84</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.2 | 127.4 | 129.1 | 3.9% | 1.3% |

| | <u>1984</u> | | <u>1985</u> | % Change May '85 from | |
|---|-------------|-------------|-------------|--------------------------|-----------------|
| | <u>May</u> | <u>Apr.</u> | <u>May</u> | <u>May '84</u> | <u>Apr. '85</u> |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 310.6 | 318.1 | 318.8 | 2.6% | -- |

2. Employment

| | <u>1984</u> | | <u>1985</u> | |
|------------------------|-------------|--|-------------|-------------|
| | <u>June</u> | | <u>May</u> | <u>June</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 11.1 | | 10.5 | 10.5 |
| Unadjusted | 10.7 | | 10.4 | 10.0 |
| No. Employed ('000)* | 11,316 | | 11,412 | 11,624 |
| No. Unemployed ('000)* | 1,362 | | 1,329 | 1,293 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index (Seasonally Adjusted)

| | <u>1984</u> | | <u>1985</u> | % Change Mar. '85 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Mar.</u> | <u>Feb.</u> | <u>Mar.</u> | <u>Mar. '84</u> | <u>Feb. '85</u> |
| (1971 = 100) | | | | | |
| Total | 147.2 | 153.3 | 153.8 | 4.5% | 0.3% |
| Goods Producing | 130.5 | 136.5 | 135.4 | 3.8% | -0.8% |
| Service Producing | 158.6 | 164.7 | 166.3 | 4.9% | 1.0% |
| Transportation | 143.8 | 151.1 | 151.2 | 5.1% | -- |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>July 4</u> | <u>July 11</u> | <u>July 18</u> | <u>July 3</u> | <u>July 10</u> | <u>July 17</u> |
| 75.79 | 75.27 | 75.18 | 73.57 | 73.75 | 74.02 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>July 5</u> | <u>July 12</u> | <u>July 19</u> | <u>July 4</u> | <u>July 11</u> | <u>July 18</u> |
| 12.76 | 13.26 | 13.24 | 9.58 | 9.45 | 9.30 |

6. Gross National Product

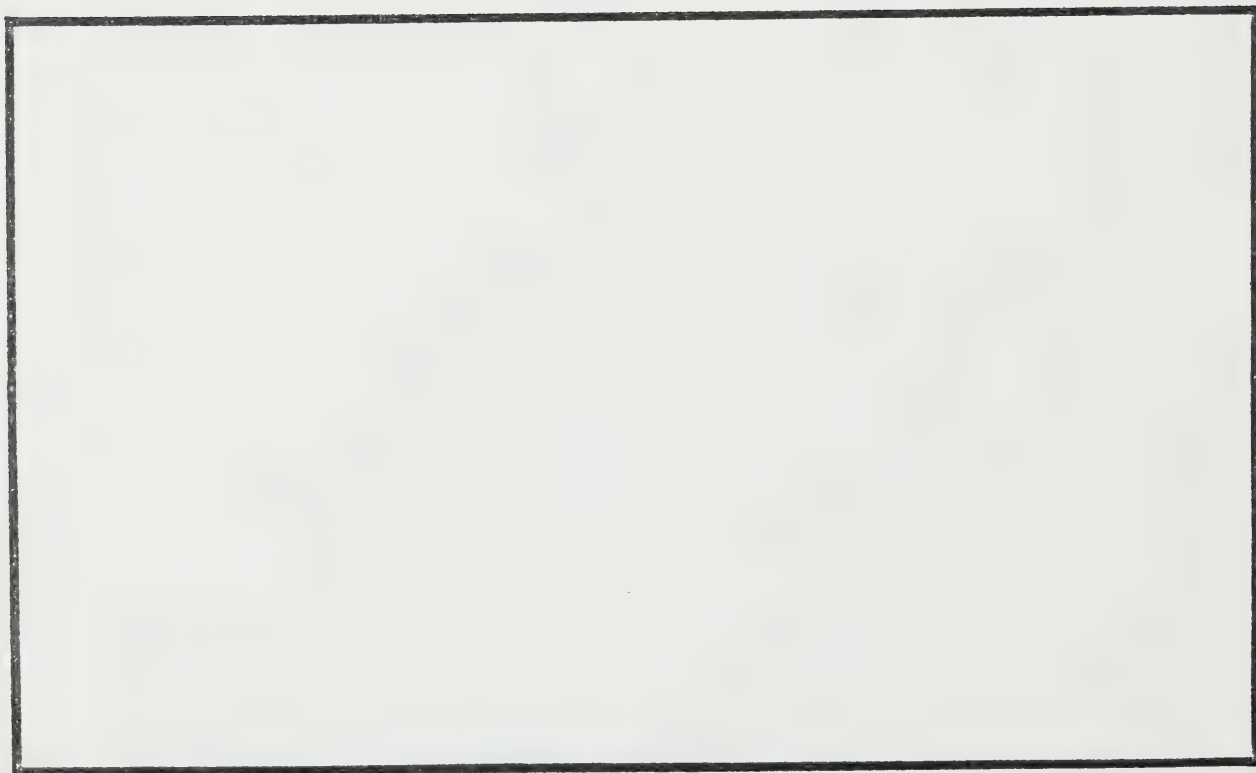
| | <u>IV Quarter</u> <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>%</u> |
|---|----------------------------------|---------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 430.8 | 441.0 | 2.4% |
| G.N.P. (Billions of 1971 Constant Dollars) | 143.4 | 144.7 | 0.9% |
| G.N.E. Implicit Price Index (1971 = 100) | 300.4 | 304.8 | 1.5% |

The Gross National Product in the first quarter of 1985 rose 2.4% to \$441.0 billion, seasonally adjusted at annual rates. Real GNP after allowing for an increase of 1.5% in the implicit deflator increased 0.9%.

The major sources of growth in economic activity during the first quarter occurred in consumer expenditure on goods and services, housing and accumulated inventories. Consumer spending on goods rose 1.1% this quarter while housing expenditures increased 5.1%, the largest gain since mid-1983. Non-farm inventories rose \$1.4 billion to an accumulation of \$1.2 billion.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA/115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|--------------|---------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,182 | 1,200 | 2% | 6,046 | 5,652 | - 7% |
| Saint John | 557 | 587 | 5% | 4,348 | 3,253 | -25% |
| Quebec | NA | NA | | NA | NA | |
| Montreal | 2,648 | 2,059 | -22% | 8,242 | 7,662 | - 7% |
| Vancouver | 4,668 | 5,225 | 12% | 23,516 | 24,640 | 5% |
| Total | <u>9,055</u> | <u>9,071</u> | <u>--</u> | <u>42,152</u> | <u>41,207</u> | <u>- 2%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,124 | 2,309 | 9% | 24,262 | 23,509 | - 3% |
| Iron Ore | 665 | 621 | - 7% | 10,280 | 11,370 | 11% |
| Other Bulk | 495 | 670 | 35% | 6,528 | 6,924 | 6% |
| | <u>3,284</u> | <u>3,600</u> | <u>10%</u> | <u>41,070</u> | <u>41,803</u> | <u>2%</u> |
| General | 69 | 293 | 325% | 3,345 | 4,941 | 48% |
| Other | 23 | 20 | -13% | 645 | 669 | 3% |
| Grand Total | <u>3,376</u> | <u>3,913</u> | <u>16%</u> | <u>45,060</u> | <u>47,413</u> | <u>5%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,322 | 1,619 | -30% | 24,804 | 24,480 | - 1% |
| Iron Ore | 756 | 590 | -22% | 9,229 | 10,092 | 9% |
| Coal | 609 | 6 | -99% | 5,494 | 6,707 | 22% |
| Other Bulk | 570 | 677 | 19% | 7,335 | 8,110 | 10% |
| | <u>4,257</u> | <u>2,892</u> | <u>-32%</u> | <u>46,862</u> | <u>49,389</u> | <u>5%</u> |
| General | 69 | 264 | 283% | 2,987 | 4,304 | 44% |
| Other | 24 | 8 | -67% | 296 | 215 | -27% |
| Grand Total | <u>4,350</u> | <u>3,164</u> | <u>-27%</u> | <u>50,145</u> | <u>53,908</u> | <u>7%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 138 | 170 | 23% | 2,438 | 2,239 | - 8% |
| Ocean | 122 | 149 | 22% | 1,432 | 1,509 | 5% |
| | <u>260</u> | <u>319</u> | <u>23%</u> | <u>3,870</u> | <u>3,748</u> | <u>- 3%</u> |
| Welland Canal | | | | | | |
| Inland | 267 | 189 | -29% | 3,464 | 3,434 | - 1% |
| Ocean | 107 | 92 | -14% | 1,243 | 1,311 | 5% |
| | <u>374</u> | <u>281</u> | <u>-25%</u> | <u>4,707</u> | <u>4,745</u> | <u>1%</u> |

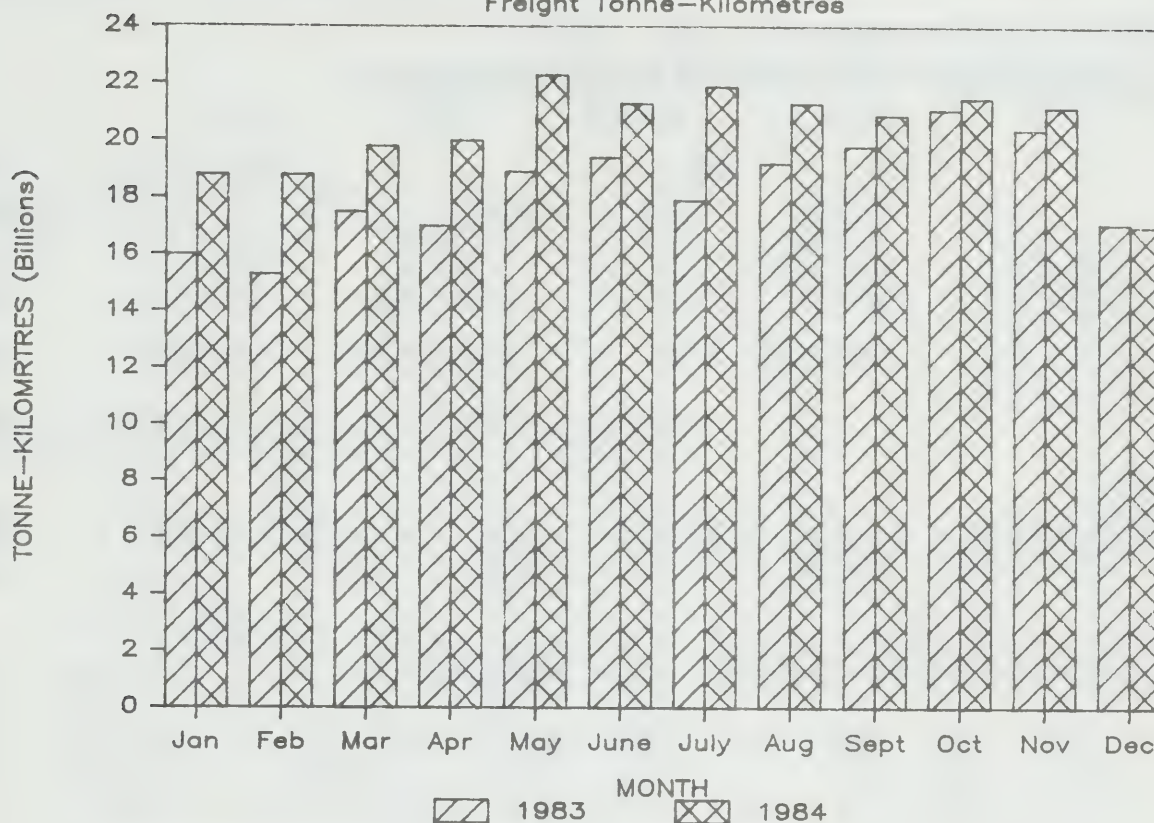
2. RailOperating Statistics*
(in millions)

| | <u>1983</u> | <u>December</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 646.2 | 517.0 | -20% | 6,785.7 | 7,350.2 | 8% |
| Operating Expenses (\$) | 619.5 | 561.6 | - 9% | 6,351.2 | 6,834.7 | 8% |
| Operating Income (\$) | 26.7 | 44.6 | -- | 434.5 | 515.5 | 19% |
| Tonne-km, freight | 17,114.1 | 17,000.1 | - 1% | 219,814.3 | 244,670.3 | 11% |
| Passenger-km, Intercity | 190.9 | 176.6 | - 7% | 2,066.7 | 2,085.8 | 1% |
| Total | 191.4 | 177.1 | - 7% | 2,073.4 | 2,092.1 | 1% |
| Passengers, Intercity | 0.578 | 0.551 | - 5% | 6.035 | 6.224 | 3% |
| Total | 0.598 | 0.569 | - 5% | 6.307 | 6.483 | 3% |
| Freight Train-km | 7.7 | 7.3 | - 5% | 93.4 | 100.8 | 8% |
| Freight Car-km | 546.6 | 540.2 | - 1% | 7,150.2 | 7,709.0 | 8% |
| Passenger Car-km | 10.5 | 10.3 | - 2% | 123.9 | 124.7 | 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1984 | May 1985 | Change | Year to Date 1984 | 1985 | Change |
|-----------------------------------|--------|-------------|--------|----------------------|---------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 21,501 | 20,996 | - 2% | 92,233 | 93,418 | 1% |
| Non-Carload Traffic | 3 | 3 | 7% | 15 | 15 | 1% |
| Piggyback Traffic | 994 | 1,033 | 4% | 4,599 | 4,831 | 5% |
| Receipts from U.S. Connections | 1,266 | 1,121 | -11% | 5,858 | 5,774 | 1% |
| Total Traffic Carried | 23,765 | 23,153 | - 3% | 102,705 | 104,009 | 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,254 | 3,763 | 16% | 14,915 | 18,849 | 26% |
| Grain (excl. wheat) | 969 | 495 | -48% | 4,215 | 2,475 | -41% |
| Wheat | 3,131 | 2,424 | -23% | 8,203 | 6,432 | -22% |
| Pulpwood Chips | 865 | 742 | -14% | 3,039 | 3,942 | 30% |
| Iron Ore & Concentrates | 3,169 | 3,530 | 11% | 15,248 | 15,140 | - 1% |
| Sulphur | 641 | 642 | -- | 3,116 | 3,737 | 20% |

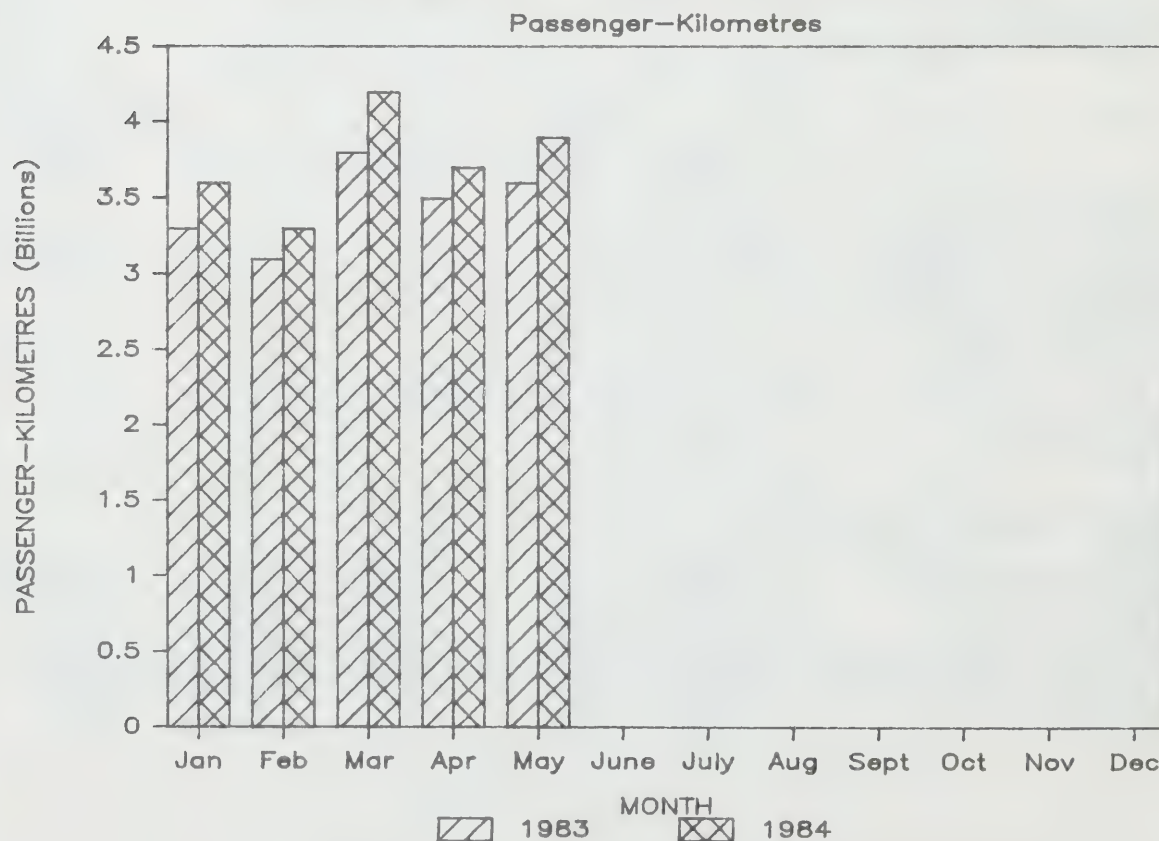
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 345.8 | 393.5 | 14% | 1,613.1 | 1,813.3 | 12% |
| Operating Expenses (\$) | 340.6 | 375.3 | 10% | 1,639.3 | 1,813.9 | 11% |
| Operating Income (\$) | 5.2 | 18.2 | 254% | -26.2 | -0.6 | 98% |
| Enplaned Passengers | 1.84 | 1.95 | 6% | 9.03 | 9.55 | 6% |
| Passenger-km | 3,552.7 | 3,940.4 | 11% | 17,222.3 | 18,669.0 | 8% |
| Goods Tonne-km | 91.8 | 97.5 | 6% | 432.7 | 474.1 | 10% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | <u>III Quarter</u> | | | <u>Year to Date</u> | | |
|--------|--------------------|----------------|---------------|---------------------|------------------|---------------|
| | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | <u>729,867</u> | <u>772,109</u> | <u>6%</u> | <u>2,463,947</u> | <u>2,651,853</u> | <u>8%</u> |

Scheduled Air Passenger Origin and Destination (passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>I Quarter</u> | | | <u>Year to Date</u> | | |
|--------------------|------------------------------------|------------------|-------------|---------------|---------------------|-------------|---------------|
| | | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 240.1 | 260.3 | 8% | 240.1 | 260.3 | 8% |
| 2. | Ottawa - Toronto | 142.7 | 164.6 | 15% | 142.7 | 164.6 | 15% |
| 3. | Toronto - Vancouver | 81.3 | 100.1 | 23% | 81.3 | 100.1 | 23% |
| 4. | Calgary - Edmonton | 104.9 | 96.3 | - 8% | 104.9 | 96.3 | - 8% |
| 5. | Calgary - Vancouver | 86.0 | 89.7 | 4% | 86.0 | 89.7 | 4% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 106.0 | 135.6 | 28% | 106.0 | 135.6 | 28% |
| 2. | Montreal - New York | 60.8 | 70.4 | 16% | 60.8 | 70.4 | 16% |
| 3. | Montreal - Miami | 58.5 | 53.4 | - 9% | 58.5 | 53.4 | - 9% |
| 4. | Toronto - Tampa/ St. Petersburg | 49.4 | 47.0 | - 5% | 49.4 | 47.0 | - 5% |
| 5. | Toronto - Chicago | 38.7 | 46.4 | 20% | 38.7 | 46.4 | 20% |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | | II Quarter | | |
|-----|---------------------------------|------------|-------|--------|
| | | 1983 | 1984 | Change |
| 1. | Lester B. Pearson International | 3,148 | 3,402 | 8% |
| 2. | Vancouver International | 1,509 | 1,527 | 1% |
| 3. | Montreal International | 1,312 | 1,443 | 10% |
| 4. | Calgary International | 904 | 922 | 2% |
| 5. | Ottawa International | 471 | 535 | 13% |
| 6. | Winnipeg International | 505 | 531 | 5% |
| 7. | Edmonton International | 467 | 469 | -- |
| 8. | Halifax International | 344 | 414 | 20% |
| 9. | Mirabel International | 283 | 304 | 7% |
| 10. | Edmonton Municipal | 187 | 179 | - 4% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|----------------------------|-------------|---------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Carriers Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 15,439 | 16,466 | 7% | 85,816 | 83,935 | - 2% |
| Other Services | 6,209 | 6,149 | - 1% | 26,610 | 26,689 | 0.3% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 1,741 | 1,618 | - 7% | 10,375 | 9,013 | -13% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 14,340 | 13,788 | - 4% | 74,041 | 69,744 | - 6% |
| Other Services | 4,214 | 4,934 | 17% | 18,127 | 19,581 | 8% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>May 1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|---------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 96.0 | 96.2 | -- | 498.2 | 492.4 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 22.9 | 23.3 | 2% | 120.4 | 124.1 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>118.9</u> | <u>119.5</u> | <u>0.5%</u> | <u>618.6</u> | <u>616.5</u> | <u>-0.3%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.7 | 44.5 | -0.4% | 222.5 | 232.6 | 5% |
| Trolley, Coach, Street- car, Subway, etc. | 14.1 | 14.0 | -0.7% | 71.2 | 72.2 | 1% |
| Other Services** | 0.7 | 0.6 | - 7% | 2.6 | 2.6 | 0.3% |
| Total | <u>59.4</u> | <u>59.1</u> | <u>- 1%</u> | <u>296.3</u> | <u>307.4</u> | <u>4%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter 1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|---------------------|--------------|---------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Passenger Cars | 107.9 | 119.6 | 11% | 424.8 | 481.8 | 13% |
| Commercial Vehicles | 30.7 | 37.5 | 22% | 132.7 | 157.8 | 19% |
| Total | <u>138.6</u> | <u>157.0</u> | <u>13%</u> | <u>557.5</u> | <u>639.6</u> | <u>15%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|--------------------------|--------------|-----------------------------|---------------|---------------------|---------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Non Resident Travellers: | | | | | | |
| United States | 1,690 | 1,922 | 14% | 4,585 | 4,725 | 3% |
| All Other Countries | 69 | 77 | 12% | 181 | 189 | 4% |
| Total | <u>1,759</u> | <u>1,999</u> | <u>14%</u> | <u>4,765</u> | <u>4,913</u> | <u>3%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,093 | 3,044 | - 2% | 8,057 | 7,854 | - 2% |
| All Other Countries | 227 | 279 | 23% | 599 | 699 | 17% |
| Total | <u>3,320</u> | <u>3,323</u> | <u>--</u> | <u>8,656</u> | <u>8,553</u> | <u>- 1%</u> |
| Grand Total | <u>5,079</u> | <u>5,322</u> | <u>5%</u> | <u>13,422</u> | <u>13,466</u> | <u>0.3%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|--------------------------|--------------|-----------------------------|---------------|---------------------|---------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Motor Gasoline | 2,604 | 2,473 | - 5% | 7,471 | 7,318 | - 9% |
| Diesel Fuel Oil | 1,090 | 1,085 | -0.5% | 3,107 | 3,176 | 2% |
| All Other Products | 2,937 | 2,575 | -12% | 9,088 | 8,706 | - 4% |
| Total Petroleum Products | <u>6,630</u> | <u>6,133</u> | <u>- 7%</u> | <u>19,665</u> | <u>19,200</u> | <u>- 2%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1983 | III Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|---|-------|---------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 87.8 | 75.0 | -15% | 258.6 | 235.4 | - 9% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 305.0 | 317.0 | 4% | 836.5 | 886.1 | 6% |
| Residential & Agriculture | 63.8 | 45.5 | -29% | 279.0 | 237.7 | -15% |
| Commercial, Other Institutional & Pipelines | 70.2 | 74.5 | 6% | 230.1 | 245.9 | 7% |
| Energy Use- | | | | | | |
| Final Demand** | 610.6 | 593.8 | - 3% | 1,818.3 | 1,822.4 | -- |
| Producer Consumption | 55.5 | 53.2 | - 4% | 157.0 | 169.7 | 8% |
| Non-Energy Use | 100.0 | 101.7 | 2% | 227.2 | 230.1 | 1% |
| Net Supply | 781.4 | 764.1 | - 2% | 2,242.6 | 2,263.6 | 1% |

*1984 Final Demand to Date = 0.000072 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 394.4 | 391.9 | - 1% | 1,241.8 | 1,262.2 | 2% |
| Rail | 20.4 | 21.3 | 4% | 59.1 | 63.9 | 8% |
| Air | 33.8 | 34.9 | 3% | 88.4 | 92.9 | 5% |
| Marine | 29.5 | 25.5 | -14% | 66.0 | 60.5 | - 8% |
| Road, Urban Transit & Retail Pump Sales | 307.4 | 321.0 | 4% | 842.8 | 896.5 | 6% |
| Residential & Agriculture | 183.1 | 166.8 | - 9% | 898.4 | 900.6 | -- |
| Commercial, Other Institutional and Pipelines | 194.6 | 206.7 | 6% | 759.4 | 818.1 | 8% |
| Energy Use | | | | | | |
| Final Demand** | 1,163.1 | 1,168.2 | 0.4% | 3,956.0 | 4,094.7 | 3% |
| Producer Consumption | 80.7 | 77.6 | - 4% | 228.4 | 239.7 | 5% |
| Non-Energy Use | 148.3 | 166.7 | 12% | 369.6 | 415.0 | 12% |
| Net Supply | 1,402.2 | 1,409.2 | 0.5% | 4,545.4 | 4,702.8 | 3% |

**1984 Final Demand to Date = 0.000162 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> <u>July</u> | <u>June</u> | <u>1985</u> <u>July</u> | % Change July '85 from July '84 June '85 | |
|-----------------------|----------------------------|-------------|----------------------------|---|-------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 122.9 | 127.2 | 127.6 | 3.8% | 0.3% |
| Public Transport | 145.1 | 150.5 | 155.3 | 7.0% | 3.2% |
| Gasoline | 138.2 | 141.5 | 139.1 | 0.7% | -1.7% |

| | <u>1984</u> <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>1985</u> <u>I. Qtr.</u> | % Change I Qtr. '85 from I Qtr. '84 IV Qtr. '84 | |
|---------------------|------------------------------|----------------|-------------------------------|--|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.2 | 127.4 | 129.1 | 3.9% | 1.3% |

| | <u>1984</u> <u>June</u> | <u>May</u> | <u>1985</u> <u>June</u> | % Change June '85 from June '84 May '85 | |
|---|----------------------------|------------|----------------------------|--|----|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 311.0 | 318.7 | 318.9 | 2.5% | -- |

2. Employment

| | <u>1984</u> <u>July</u> | <u>June</u> | <u>1985</u> <u>July</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 10.9 | 10.5 | 10.4 |
| Unadjusted | 10.3 | 10.0 | 9.7 |
| No. Employed ('000)* | 11,563 | 11,624 | 11,832 |
| No. Unemployed ('000)* | 1,326 | 1,293 | 1,272 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> <u>Apr.</u> | <u>1985</u> <u>Mar.</u> | <u>Apr.</u> | % Change Apr. '85 from Apr. '84 Mar. '85 | |
|-------------------|----------------------------|----------------------------|-------------|---|------|
| (1971 = 100) | | | | | |
| Total | 147.8 | 153.9 | 154.5 | 4.5% | 0.4% |
| Goods Producing | 130.9 | 135.8 | 136.9 | 4.6% | 0.8% |
| Service Producing | 159.4 | 166.3 | 166.5 | 4.4% | -- |
| Transportation | 145.3 | 151.3 | 151.9 | 4.5% | 0.4% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | | <u>1985</u> | |
|---------------|---------------|----------------|----------------|---------------|----------------|
| <u>Aug. 1</u> | <u>Aug. 8</u> | <u>Aug. 15</u> | <u>July 31</u> | <u>Aug. 7</u> | <u>Aug. 14</u> |
| 76.19 | 76.56 | 76.51 | 73.99 | 73.77 | 73.59 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|---------------|----------------|---------------|---------------|----------------|
| <u>Aug. 2</u> | <u>Aug. 9</u> | <u>Aug. 16</u> | <u>Aug. 1</u> | <u>Aug. 8</u> | <u>Aug. 15</u> |
| 12.65 | 12.44 | 12.43 | 9.31 | 9.33 | 9.30 |

6. Gross National Product

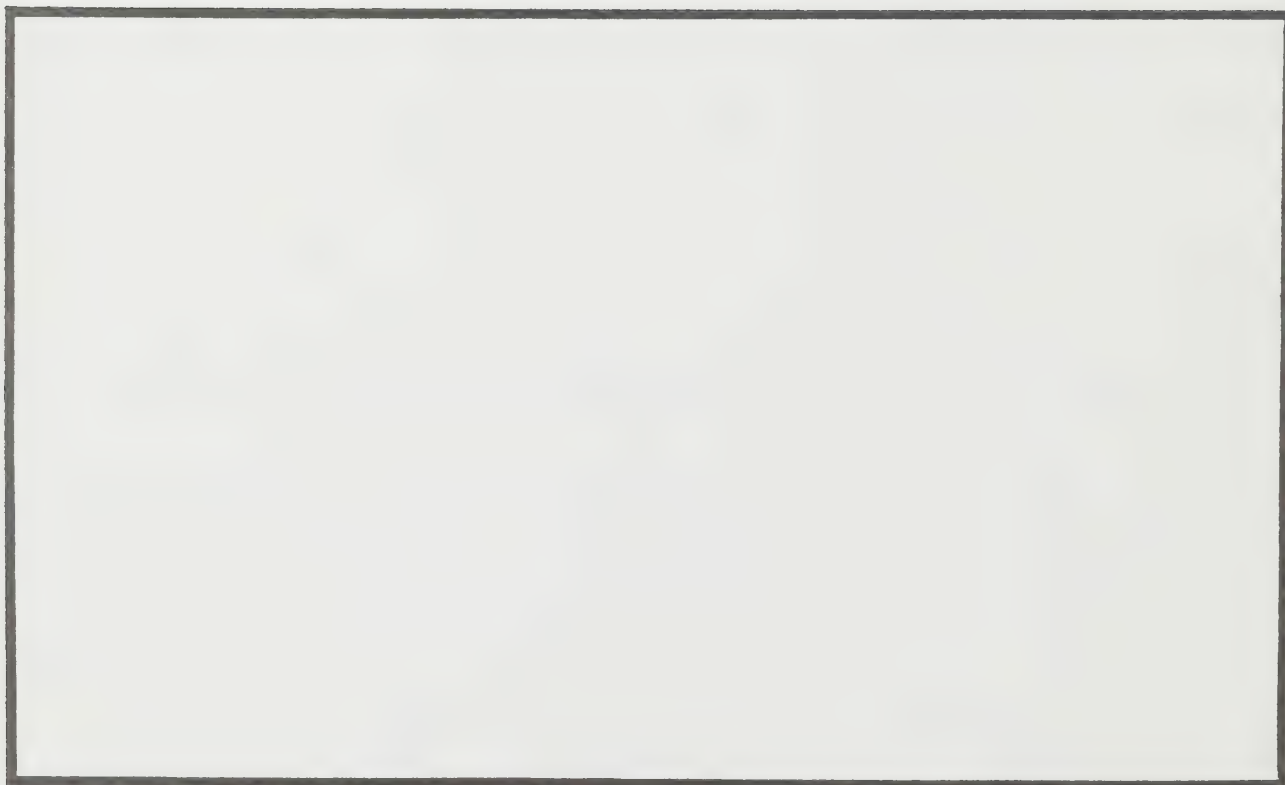
| | <u>IV Quarter</u> <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>%</u> |
|---|----------------------------------|---------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 430.8 | 441.0 | 2.4% |
| G.N.P. (Billions of 1971 Constant Dollars) | 143.4 | 144.7 | 0.9% |
| G.N.E. Implicit Price Index (1971 = 100) | 300.4 | 304.8 | 1.5% |

The Gross National Product in the first quarter of 1985 rose 2.4% to \$441.0 billion, seasonally adjusted at annual rates. Real GNP after allowing for an increase of 1.5% in the implicit deflator increased 0.9%.

The major sources of growth in economic activity during the first quarter occurred in consumer expenditure on goods and services, housing and accumulated inventories. Consumer spending on goods rose 1.1% this quarter while housing expenditures increased 5.1%, the largest gain since mid-1983. Non-farm inventories rose \$1.4 billion to an accumulation of \$1.2 billion.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CA1
TA 115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>July</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Year to Date</u> <u>Change</u> |
|------------|-------------|----------------------------|---------------|-------------|-------------|--------------------------------------|
| Halifax | 1,090 | 1,124 | 3% | 8,394 | 7,967 | - 5% |
| Saint John | 642 | 435 | -32% | 5,818 | 4,214 | -28% |
| Quebec | 1,788 | 1,096 | -39% | 9,103 | 7,712 | -15% |
| Montreal | 2,277 | 1,687 | -26% | 12,922 | 11,389 | -12% |
| Vancouver | 5,029 | 4,598 | - 9% | 34,237 | 33,540 | - 2% |
| Total | 10,826 | 8,940 | -17% | 70,474 | 64,822 | - 8% |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1983</u> | <u>August</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|-------------|------------------------------|---------------|-------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,573 | 1,004 | -60% | 13,208 | 8,504 | -36% |
| Iron Ore | 1,462 | 960 | -34% | 7,180 | 5,098 | -29% |
| Other Bulk | 827 | 873 | 6% | 3,902 | 3,916 | 0.4% |
| | 4,862 | 2,837 | -42% | 24,290 | 17,518 | -28% |
| General | 620 | 436 | -30% | 2,960 | 2,140 | -28% |
| Other | 57 | 56 | - 2% | 367 | 377 | 3% |
| Grand Total | 5,539 | 3,329 | -40% | 27,617 | 20,035 | -27% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,663 | 1,154 | -57% | 13,819 | 9,163 | -34% |
| Iron Ore | 1,481 | 825 | -44% | 6,449 | 4,303 | -33% |
| Coal | 643 | 670 | 4% | 4,725 | 3,271 | -31% |
| Other Bulk | 1,057 | 887 | -16% | 4,578 | 4,848 | 6% |
| | 5,844 | 3,536 | -39% | 29,571 | 21,585 | -27% |
| General | 562 | 390 | -31% | 2,564 | 1,845 | -28% |
| Other | 42 | 41 | - 2% | 123 | 140 | 14% |
| Grand Total | 6,448 | 3,967 | -38% | 32,258 | 23,570 | -27% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>August</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 258 | 153 | -41% | 1,354 | 1,013 | -25% |
| Ocean | 158 | 141 | -11% | 776 | 704 | - 9% |
| | <u>416</u> | <u>294</u> | <u>-29%</u> | <u>2,130</u> | <u>1,717</u> | <u>-19%</u> |
| Welland Canal | | | | | | |
| Inland | 396 | 244 | -38% | 2,146 | 1,606 | -25% |
| Ocean | 136 | 119 | -12% | 672 | 588 | -12% |
| | <u>532</u> | <u>363</u> | <u>-32%</u> | <u>2,818</u> | <u>2,194</u> | <u>-22%</u> |

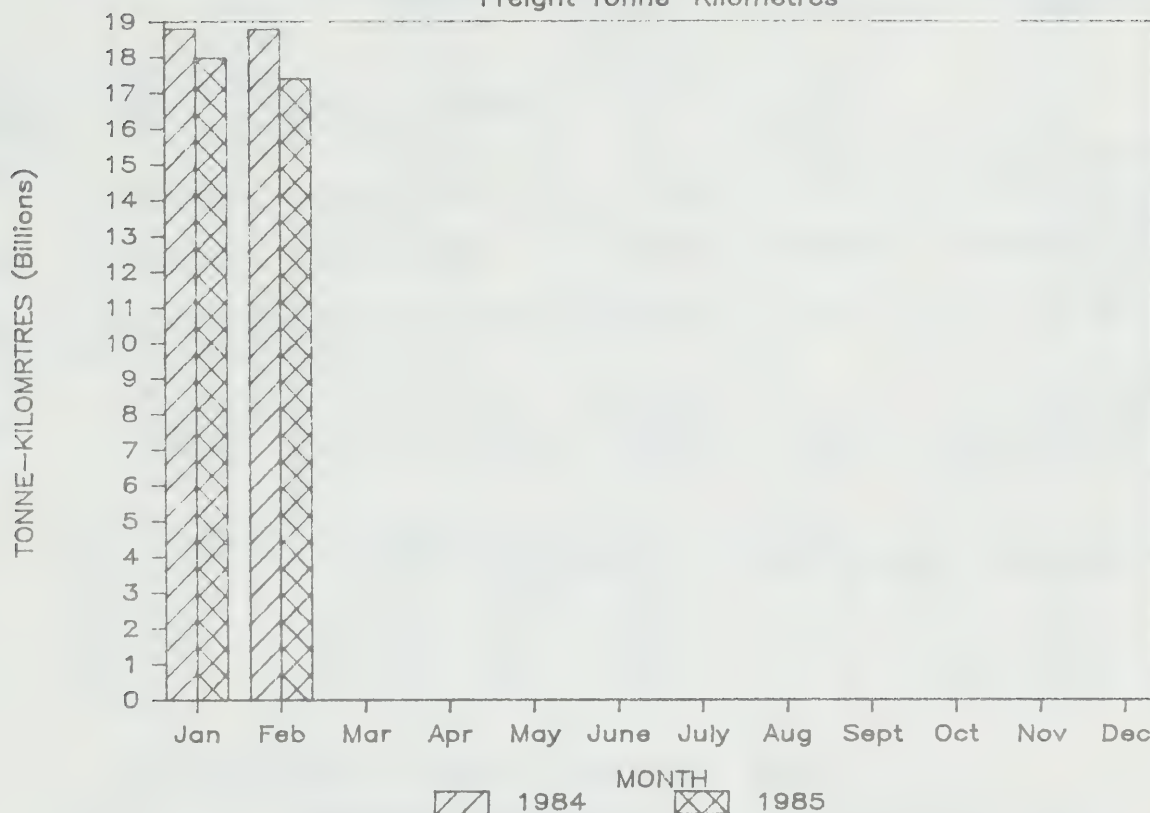
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>February</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Operating Revenues (\$) | 569.8 | 551.4 | - 3% | 1,125.2 | 1,140.6 | 1% |
| Operating Expenses (\$) | 537.3 | 560.3 | 4% | 1,081.5 | 1,145.9 | 6% |
| Operating Income (\$) | 32.5 | -8.8 | -- | 43.7 | -5.1 | -- |
| Tonne-km, freight | 18,837.0 | 17,424.9 | - 7% | 37,647.7 | 35,409.8 | - 6% |
| Passenger-km, Intercity | 128.3 | 139.0 | 8% | 274.3 | 284.9 | 4% |
| Total | 129.0 | 139.6 | 8% | 275.6 | 286.2 | 4% |
| Passengers, Intercity | 0.445 | 0.480 | 8% | 0.907 | 0.968 | 7% |
| Total | 0.471 | 0.503 | 7% | 0.962 | 1.020 | 6% |
| Freight Train-km | 8.0 | 8.1 | - 5% | 16.1 | 15.3 | - 5% |
| Freight Car-km | 610.8 | 544.5 | -11% | 1,190.4 | 1,095.1 | - 8% |
| Passenger Car-km | 8.6 | 8.1 | - 5% | 17.8 | 17.4 | - 2% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

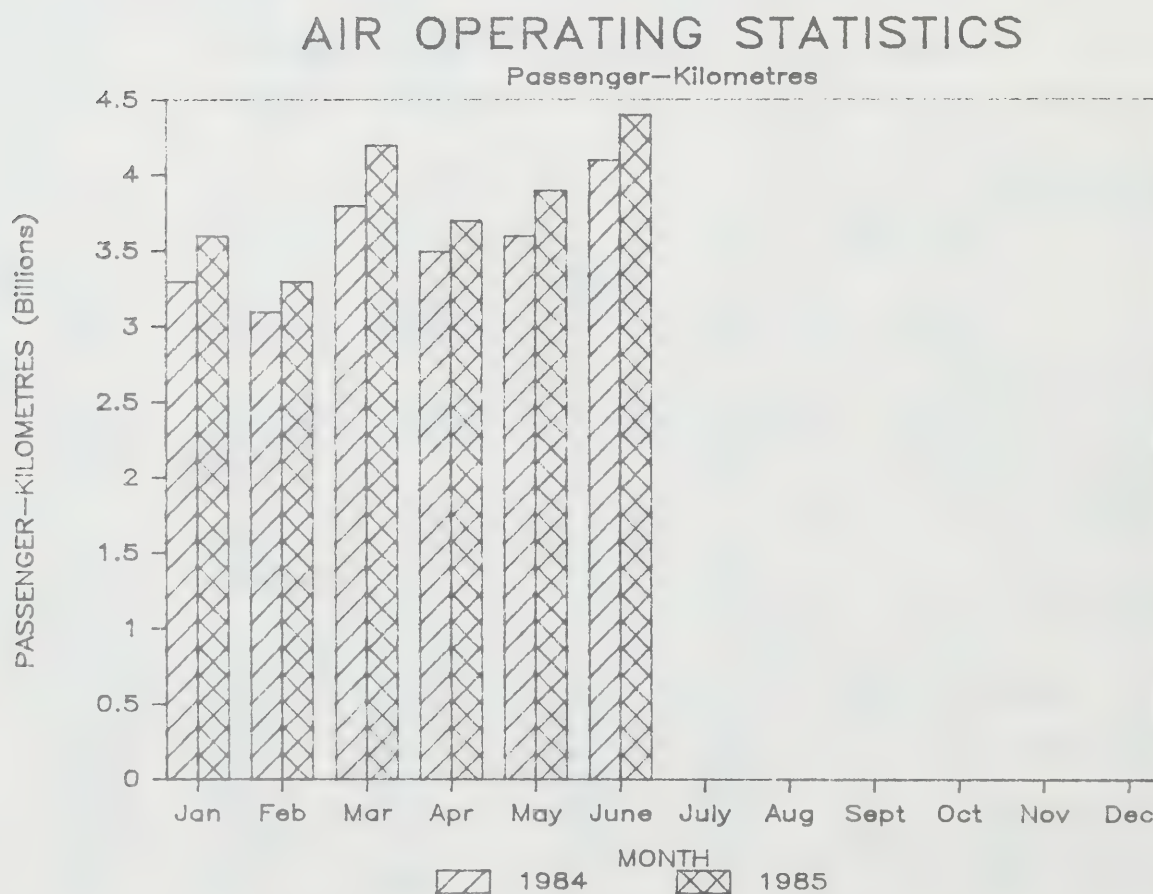
| | 1984 | June 1985 | Change | 1984 | 1985 | Year to Date Change |
|--------------------------------------|---------------|---------------|-------------|----------------|----------------|------------------------|
| Carload Traffic (excl. Piggyback) | 19,631 | 19,420 | - 1% | 111,864 | 112,837 | 1% |
| Non-Carload Traffic | 3 | 4 | 7% | 18 | 18 | 2% |
| Piggyback Traffic | 929 | 952 | 2% | 5,528 | 5,755 | 4% |
| Receipts from U.S. Connections | 1,225 | 1,083 | -12% | 7,084 | 6,857 | - 3% |
| Total Traffic Carried | 21,789 | 21,458 | - 2% | 124,493 | 125,467 | 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,097 | 3,670 | 19% | 18,012 | 22,519 | 25% |
| Grain (excl. wheat) | 626 | 593 | - 5% | 4,841 | 3,068 | -36% |
| Wheat | 3,146 | 2,362 | -25% | 11,349 | 8,794 | -22% |
| Pulpwood Chips | 812 | 686 | -15% | 3,852 | 4,628 | 20% |
| Iron Ore & Concentrates | 2,985 | 3,390 | -- | 18,233 | 18,531 | 2% |
| Phosphate Rock | 79 | 40 | -49% | 579 | 399 | -31% |

3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1984</u> | <u>June</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------|-------------|----------------------------|---------------|-------------|------------------------------------|---------------|
| Operating | | | | | | |
| Revenues (\$) | 392.5 | 449.0 | 14% | 2,006.7 | 2,262.3 | 13% |
| Operating | | | | | | |
| Expenses (\$) | 350.2 | 382.9 | 9% | 1,990.8 | 2,196.7 | 10% |
| Operating | | | | | | |
| Income (\$) | 42.3 | 66.2 | 57% | 15.9 | 65.6 | 314% |
| Enplaned | | | | | | |
| Passengers | 1.99 | 2.06 | 4% | 11.01 | 11.61 | 5% |
| Passenger-km | 4,103.2 | 4,394.4 | 7% | 21,325.2 | 23,063.2 | 8% |
| Goods Tonne-km | 93.1 | 100.8 | 8% | 525.8 | 574.9 | 9% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.



International Passengers In and Out of Canada

| | <u>1983</u> | <u>III Quarter</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|--------|----------------|-----------------------------------|---------------|------------------|------------------------------------|---------------|
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | <u>729,867</u> | <u>772,109</u> | <u>6%</u> | <u>2,463,947</u> | <u>2,651,853</u> | <u>8%</u> |

Scheduled Air Passenger Origin and Destination (passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>1983</u> | <u>I Quarter</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|--------------------|------------------------------------|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 240.1 | 260.3 | 8% | 240.1 | 260.3 | 8% |
| 2. | Ottawa - Toronto | 142.7 | 164.6 | 15% | 142.7 | 164.6 | 15% |
| 3. | Toronto - Vancouver | 81.3 | 100.1 | 23% | 81.3 | 100.1 | 23% |
| 4. | Calgary - Edmonton | 104.9 | 96.3 | - 8% | 104.9 | 96.3 | - 8% |
| 5. | Calgary - Vancouver | 86.0 | 89.7 | 4% | 86.0 | 89.7 | 4% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 106.0 | 135.6 | 28% | 106.0 | 135.6 | 28% |
| 2. | Montreal - New York | 60.8 | 70.4 | 16% | 60.8 | 70.4 | 16% |
| 3. | Montreal - Miami | 58.5 | 53.4 | - 9% | 58.5 | 53.4 | - 9% |
| 4. | Toronto - Tampa/ St. Petersburg | 49.4 | 47.0 | - 5% | 49.4 | 47.0 | - 5% |
| 5. | Toronto - Chicago | 38.7 | 46.4 | 20% | 38.7 | 46.4 | 20% |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | | II Quarter | | |
|-----|---------------------------------|------------|-------|--------|
| | | 1983 | 1984 | Change |
| 1. | Lester B. Pearson International | 3,148 | 3,402 | 8% |
| 2. | Vancouver International | 1,509 | 1,527 | 1% |
| 3. | Montreal International | 1,312 | 1,443 | 10% |
| 4. | Calgary International | 904 | 922 | 2% |
| 5. | Ottawa International | 471 | 535 | 13% |
| 6. | Winnipeg International | 505 | 531 | 5% |
| 7. | Edmonton International | 467 | 469 | -- |
| 8. | Halifax International | 344 | 414 | 20% |
| 9. | Mirabel International | 283 | 304 | 7% |
| 10. | Edmonton Municipal | 187 | 179 | - 4% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>June</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 17,004 | 17,723 | 4% | 103,294 | 101,658 | - 2% |
| Other Services | 7,249 | 7,124 | - 2% | 33,958 | 33,813 | -0.4% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 1,995 | 1,819 | - 9% | 12,595 | 10,831 | -14% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 15,026 | 14,492 | - 4% | 89,345 | 84,236 | - 6% |
| Other Services | 4,593 | 5,169 | 13% | 22,723 | 24,750 | 9% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>June</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|----------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 88.9 | 89.7 | 1% | 586.9 | 581.9 | - 1% |
| Trolley, Coach, Street- car, Subway, etc. | 27.1 | 27.4 | 1% | 147.5 | 151.5 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>116.1</u> | <u>117.1</u> | <u>1%</u> | <u>734.4</u> | <u>733.4</u> | <u>--</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 43.3 | 44.6 | 3% | 265.6 | 277.1 | 4% |
| Trolley, Coach, Street- car, Subway, etc. | 14.9 | 15.3 | 3% | 86.1 | 87.5 | 2% |
| Other Services** | 0.7 | 0.6 | - 7% | 3.3 | 3.3 | - 1% |
| Total | <u>58.9</u> | <u>60.5</u> | <u>3%</u> | <u>355.0</u> | <u>367.9</u> | <u>4%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>June 1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Year to Date Change</u> |
|---------------------|--------------|----------------------|---------------|--------------|--------------|--------------------------------|
| Passenger Cars | 102.3 | 118.8 | 16% | 527.1 | 600.5 | 14% |
| Commercial Vehicles | 30.8 | 41.7 | 35% | 163.5 | 199.5 | 22% |
| Total | <u>133.1</u> | <u>160.5</u> | <u>21%</u> | <u>690.6</u> | <u>800.1</u> | <u>16%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>March 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------|---------------|---------------|------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,690 | 1,922 | 14% | 4,585 | 4,725 | 3% |
| All Other Countries | 69 | 77 | 12% | 181 | 189 | 4% |
| Total | <u>1,759</u> | <u>1,999</u> | <u>14%</u> | <u>4,765</u> | <u>4,913</u> | <u>3%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,093 | 3,044 | - 2% | 8,057 | 7,854 | - 2% |
| All Other Countries | 227 | 279 | 23% | 599 | 699 | 17% |
| Total | <u>3,320</u> | <u>3,323</u> | <u>--</u> | <u>8,656</u> | <u>8,553</u> | <u>- 1%</u> |
| Grand Total | <u>5,079</u> | <u>5,322</u> | <u>5%</u> | <u>13,422</u> | <u>13,466</u> | <u>0.3%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1984</u> | <u>May 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|--------------------------|--------------|---------------------|---------------|---------------|------------------------------|---------------|
| Motor Gasoline | 2,913 | 3,113 | 7% | 12,925 | 13,054 | 1% |
| Diesel Fuel Oil | 1,441 | 1,552 | 8% | 5,681 | 5,795 | 2% |
| All Other Products | 2,326 | 2,328 | -- | 13,583 | 13,170 | - 3% |
| Total Petroleum Products | <u>6,680</u> | <u>6,994</u> | <u>5%</u> | <u>32,189</u> | <u>32,019</u> | <u>- 1%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | <u>1983</u> | <u>IV Quarter</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|---|-------------|----------------------------------|---------------|-------------|------------------------------------|---------------|
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 87.2 | 83.3 | - 5% | 321.6 | 319.3 | - 1% |
| Rail | 21.8 | 23.5 | 8% | 79.3 | 86.7 | 9% |
| Air | 28.7 | 30.3 | 5% | 116.4 | 122.6 | 5% |
| Marine | 24.6 | 24.9 | 1% | 89.2 | 85.4 | - 4% |
| Road, Urban Transit & Retail Pump Sales | 296.9 | 305.7 | 3% | 1,152.2 | 1,195.7 | 4% |
| Residential & Agriculture | 121.3 | 89.1 | -26% | 402.3 | 326.6 | -19% |
| Commercial, Other Institutional & Pipelines | 84.5 | 78.8 | - 7% | 321.5 | 320.9 | -- |
| Energy Use- | | | | | | |
| Final Demand** | 665.0 | 635.7 | - 4% | 2,482.4 | 2,457.1 | - 1% |
| Producer Consumption | 56.1 | 57.8 | 3% | 213.1 | 227.5 | 7% |
| Non-Energy Use | 73.5 | 76.3 | 4% | 301.8 | 306.8 | 2% |
| Net Supply | 809.7 | 784.8 | - 3% | 3,053.3 | 3,048.1 | -- |

*1984 Final Demand to Date = 0.000121 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 482.3 | 490.0 | 2% | 1,709.3 | 1,870.8 | 9% |
| Rail | 21.8 | 23.5 | 8% | 79.3 | 86.7 | 9% |
| Air | 28.7 | 30.3 | 5% | 116.4 | 122.6 | 5% |
| Marine | 24.6 | 24.9 | 1% | 89.2 | 85.4 | - 4% |
| Road, Urban Transit & Retail Pump Sales | 300.1 | 310.6 | 3% | 1,161.7 | 1,210.8 | 4% |
| Residential & Agriculture | 376.9 | 341.8 | - 9% | 1,284.1 | 1,245.0 | - 3% |
| Commercial, Other Institutional and Pipelines | 303.1 | 316.4 | 4% | 1,075.3 | 1,114.7 | 4% |
| Energy Use | | | | | | |
| Final Demand** | 1,537.7 | 1,537.6 | -- | 5,515.3 | 5,736.1 | 4% |
| Producer Consumption | 99.5 | 102.9 | 3% | 327.8 | 343.2 | 5% |
| Non-Energy Use | 129.3 | 136.9 | 6% | 502.3 | 557.6 | 11% |
| Net Supply | 1,805.9 | 1,814.8 | 0.5% | 6,376.6 | 6,630.1 | 4% |

**1984 Final Demand to Date = 0.000263 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> <u>Aug.</u> | <u>July</u> | <u>1985</u> <u>Aug.</u> | % Change Aug. '85 from Aug. '84 July '85 | |
|-----------------------|----------------------------|-------------|----------------------------|---|-------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 122.9 | 127.6 | 127.8 | 4.0% | -- |
| Public Transport | 146.4 | 155.3 | 154.2 | 5.3% | -0.7% |
| Gasoline | 135.0 | 139.1 | 139.8 | 3.6% | 0.5% |

| | <u>1984</u> <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>1985</u> <u>I. Qtr.</u> | % Change I Qtr. '85 from I Qtr. '84 IV Qtr. '84 | |
|---------------------|------------------------------|----------------|-------------------------------|--|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.2 | 127.4 | 129.1 | 3.9% | 1.3% |

| | <u>1984</u> <u>July</u> | <u>June</u> | <u>1985</u> <u>July</u> | % Change July '85 from July '84 June '85 | |
|---|----------------------------|-------------|----------------------------|---|----|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 312.8 | 318.9 | 319.5 | 2.1% | -- |

2. Employment

| | <u>1984</u> <u>Aug.</u> | <u>July</u> | <u>1985</u> <u>Aug.</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.1 | 10.4 | 10.3 |
| Unadjusted | 10.5 | 9.7 | 9.6 |
| No. Employed ('000)* | 11,515 | 11,832 | 11,825 |
| No. Unemployed ('000)* | 1,347 | 1,272 | 1,253 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> <u>May</u> | <u>Apr.</u> | <u>1985</u> <u>May</u> | % Change May '85 from May '84 Apr. '85 | |
|-------------------|---------------------------|-------------|---------------------------|---|------|
| (1971 = 100) | | | | | |
| Total | 148.8 | 154.6 | 155.3 | 4.4% | 0.5% |
| Goods Producing | 130.7 | 135.8 | 135.8 | 3.9% | -- |
| Service Producing | 161.1 | 167.4 | 168.6 | 4.7% | 0.7% |
| Transportation | 156.1 | 160.5 | 161.1 | 3.2% | 0.4% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|---------------|----------------|---------------|----------------|----------------|
| <u>Aug.29</u> | <u>Sept 5</u> | <u>Sept 12</u> | <u>Aug.28</u> | <u>Sept. 4</u> | <u>Sept.11</u> |
| 76.98 | 76.92 | 75.95 | 73.66 | 73.17 | 72.96 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Aug.30</u> | <u>Sept. 6</u> | <u>Sept.13</u> | <u>Aug.29</u> | <u>Sept. 5</u> | <u>Sept.12</u> |
| 12.38 | 12.39 | 12.38 | 9.20 | 9.20 | 9.27 |

6. Gross National Product

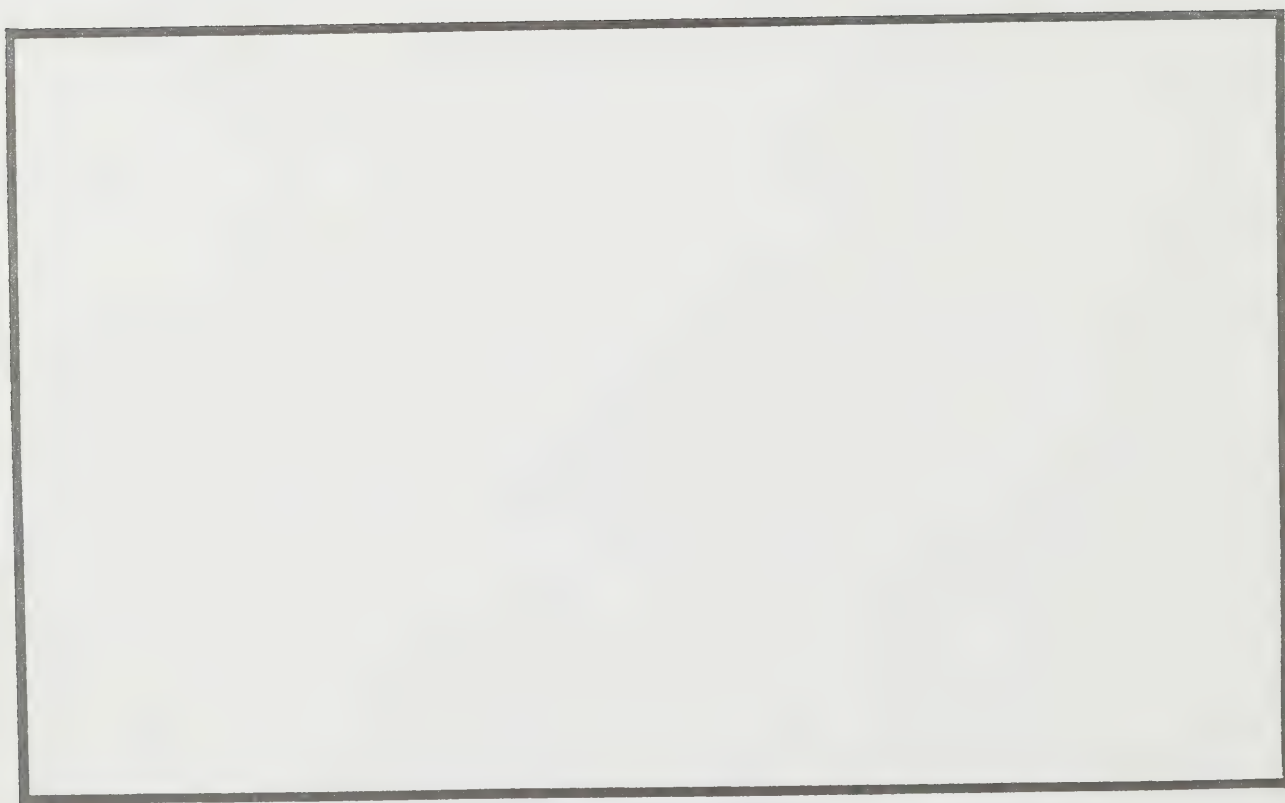
| | <u>I Quarter</u> <u>1984</u> | <u>II Quarter</u> <u>1985</u> | <u>%</u> |
|---|---------------------------------|----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 441.0 | 449.3 | 1.9% |
| G.N.P. (Billions of 1971 Constant Dollars) | 144.9 | 146.4 | 1.0% |
| G.N.E. Implicit Price Index (1971 = 100) | 304.4 | 307.0 | 0.9% |

The Gross National Product in the second quarter of 1985 rose 1.9% to \$449.3 billion, seasonally adjusted at annual rates. Real GNP, after allowing for an increase of 0.9% in the implicit deflator, increased 1.0%.

Final domestic demand was up 1.7% in the second quarter, the largest quarterly increase since 1980. Consumer demand continued to rise steadily into the second quarter, growing 1.2%. There were also marked increases in both residential and non-residential construction in the quarter, with increases of 8.0% and 8.4% respectively.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CA1
TA115
-T63

Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|---------------|------------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,088 | 1,036 | - 5% | 9,482 | 9,003 | - 5% |
| Saint John | 473 | 474 | -- | 6,079 | 4,688 | -23% |
| Quebec | 2,204 | 1,225 | -44% | 11,308 | 8,937 | -21% |
| Montreal | 2,296 | 1,854 | -19% | 15,219 | 13,243 | -13% |
| Vancouver | 5,125 | 4,172 | -19% | 39,362 | 37,713 | - 4% |
| Total | <u>11,186</u> | <u>8,761</u> | <u>-22%</u> | <u>81,450</u> | <u>73,584</u> | <u>-10%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1983</u> | <u>September</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|--------------|---------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,548 | 1,696 | -33% | 15,757 | 10,202 | -35% |
| Iron Ore | 1,332 | 1,028 | -23% | 8,512 | 6,133 | -28% |
| Other Bulk | 686 | 827 | 20% | 4,589 | 4,796 | 5% |
| | <u>4,566</u> | <u>3,551</u> | <u>-22%</u> | <u>28,858</u> | <u>21,131</u> | <u>-27%</u> |
| General | 418 | 479 | 15% | 3,378 | 2,633 | -22% |
| Other | 121 | 208 | 72% | 486 | 611 | 26% |
| Grand Total | <u>5,105</u> | <u>4,238</u> | <u>-17%</u> | <u>32,722</u> | <u>24,375</u> | <u>-26%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,634 | 1,631 | -38% | 16,453 | 10,793 | -34% |
| Iron Ore | 1,259 | 859 | -32% | 7,708 | 5,164 | -33% |
| Coal | 1,073 | 915 | -15% | 5,798 | 4,194 | -28% |
| Other Bulk | 748 | 848 | 13% | 5,326 | 5,761 | 8% |
| | <u>5,714</u> | <u>4,253</u> | <u>-26%</u> | <u>35,285</u> | <u>25,912</u> | <u>-27%</u> |
| General | 381 | 441 | 16% | 2,945 | 2,283 | -22% |
| Other | 36 | 22 | -39% | 160 | 168 | 5% |
| Grand Total | <u>6,131</u> | <u>4,716</u> | <u>-23%</u> | <u>38,390</u> | <u>28,363</u> | <u>-26%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>September</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> <u>1983</u> | <u>1984</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 239 | 205 | -14% | 1,593 | 1,218 | -24% |
| Ocean | 161 | 127 | -21% | 937 | 831 | -11% |
| | <u>400</u> | <u>332</u> | <u>-17%</u> | <u>2,530</u> | <u>2,049</u> | <u>-19%</u> |
| Welland Canal | | | | | | |
| Inland | 394 | 319 | -19% | 2,540 | 1,925 | -24% |
| Ocean | 140 | 117 | -16% | 812 | 705 | -13% |
| | <u>534</u> | <u>436</u> | <u>-18%</u> | <u>3,352</u> | <u>2,630</u> | <u>-22%</u> |

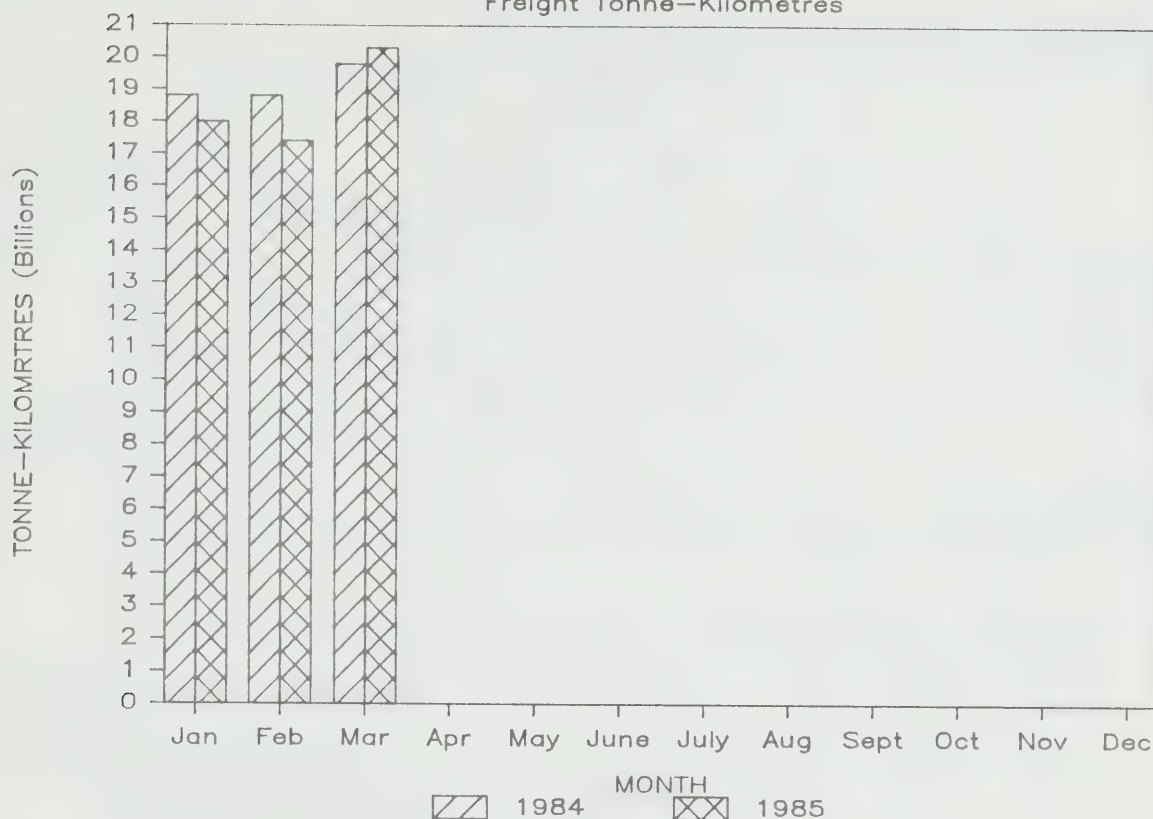
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 621.5 | 632.8 | 2% | 1,746.7 | 1,773.6 | 2% |
| Operating Expenses (\$) | 564.9 | 605.1 | 7% | 1,646.4 | 1,750.9 | 6% |
| Operating Income (\$) | 56.7 | 27.8 | -51% | 100.3 | 22.7 | -77 |
| Tonne-km, freight | 19,822.5 | 20,270.6 | 2% | 57,470.2 | 55,680.4 | - 3% |
| Passenger-km, Intercity | 163.9 | 172.1 | 5% | 438.2 | 457.0 | 4% |
| Total | 164.5 | 172.7 | 5% | 440.1 | 458.9 | 4% |
| Passengers, Intercity | 0.545 | 0.558 | 2% | 1.452 | 1.526 | 5% |
| Total | 0.570 | 0.581 | 2% | 1.532 | 1.601 | 5% |
| Freight Train-km | 8.5 | 8.3 | - 2% | 24.6 | 23.7 | - 4% |
| Freight Car-km | 643.5 | 642.5 | -- | 1,833.9 | 1,737.6 | - 5% |
| Passenger Car-km | 9.8 | 9.6 | - 1% | 27.6 | 27.1 | - 2% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings (in thousands of tonnes)

| | 1984 | July 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|--------|--------------|--------|---------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 19,169 | 18,584 | - 3% | 131,035 | 131,573 | 0.4% |
| Non-Carload Traffic | 5 | 5 | 12% | 23 | 24 | 6% |
| Piggyback Traffic | 883 | 949 | 7% | 6,410 | 6,704 | 5% |
| Receipts from U.S. Connections | 1,023 | 1,012 | - 1% | 8,106 | 7,869 | - 3% |
| Total Traffic Carried | 21,079 | 20,550 | - 3% | 145,573 | 146,170 | 0.4% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,480 | 3,539 | 2% | 21,493 | 26,058 | 21% |
| Grain (excl. wheat) | 601 | 660 | 10% | 5,442 | 3,727 | -43% |
| Wheat | 3,251 | 1,754 | -46% | 14,600 | 10,548 | -28% |
| Pulpwood Chips | 749 | 690 | - 8% | 4,601 | 5,317 | 16% |
| Iron Ore & Concentrates | 2,371 | 3,237 | 36% | 20,605 | 21,921 | 6% |
| Potash | 739 | 586 | -21% | 6,195 | 5,745 | - 7% |
| Sulphur | 654 | 586 | -10% | 4,393 | 4,920 | 12% |

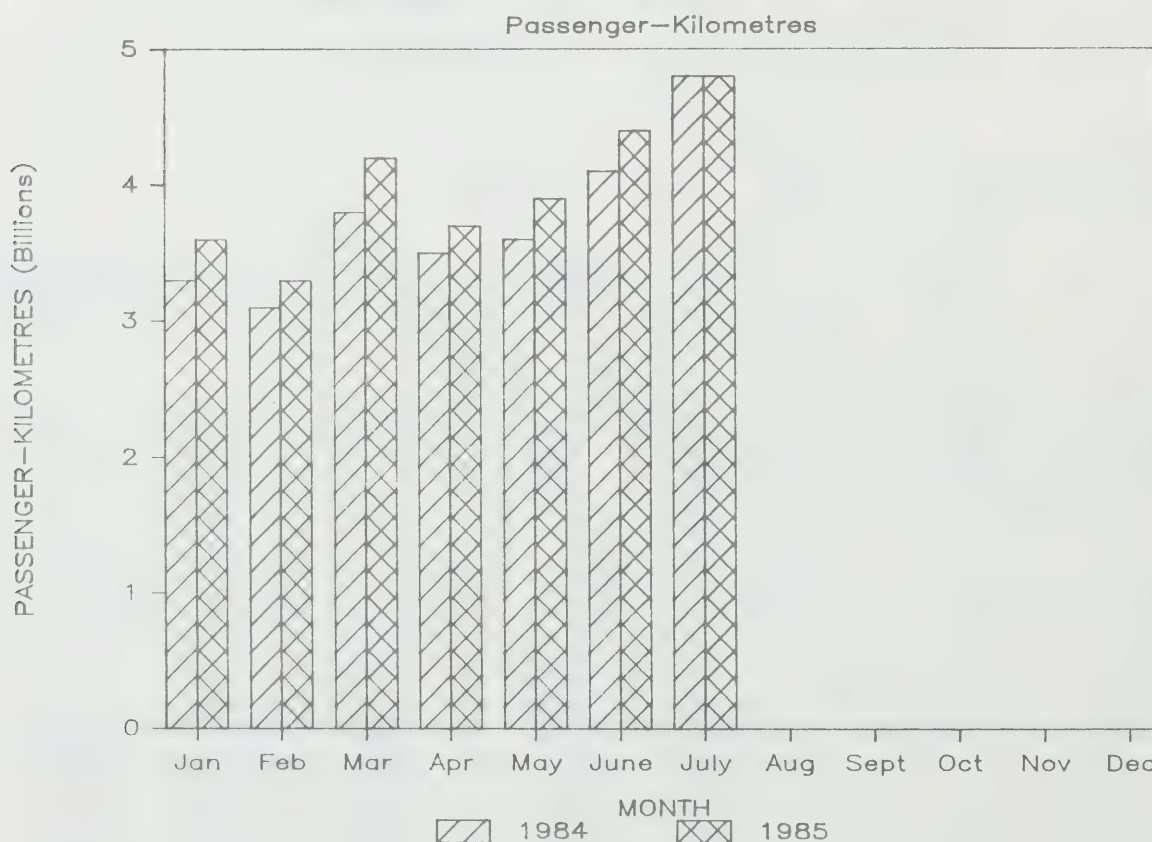
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1984</u> | <u>July</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|----------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 422.7 | 437.4 | 3% | 2,429.4 | 2,690.8 | 11% |
| Operating Expenses (\$) | 377.6 | 407.1 | 8% | 2,368.4 | 2,603.3 | 10% |
| Operating Income (\$) | 45.1 | 30.3 | -32% | 61.0 | 87.5 | 43% |
| Enplaned Passengers | 2.12 | 2.12 | -- | 13.1 | 13.7 | 5% |
| Passenger-km | 4,806.4 | 4,797.4 | -- | 26,131.6 | 27,860.9 | 7% |
| Goods Tonne-km | 93.6 | 94.8 | 1% | 619.4 | 669.7 | 8% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | <u>III Quarter</u> | | | <u>Year to Date</u> | | |
|--------|--------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | 729,867 | 772,109 | 6% | 2,463,947 | 2,651,853 | 8% |

Scheduled Air Passenger Origin and Destination (passengers in thousands)

| Rank | City Pair | | III Quarter | | | Year to Date | | |
|-------------|-----------|---------------|-------------|-------|--------|--------------|-------|--------|
| | | | 1983 | 1984 | Change | 1983 | 1984 | Change |
| Domestic | | | | | | | | |
| 1. | Montreal | - Toronto | 223.6 | 253.4 | 13% | 715.0 | 791.2 | 11% |
| 2. | Toronto | - Vancouver | 133.6 | 160.9 | 20% | 352.4 | 393.5 | 12% |
| 3. | Ottawa | - Toronto | 118.8 | 133.1 | 12% | 408.5 | 464.3 | 14% |
| 4. | Calgary | - Toronto | 122.4 | 121.8 | 0.5% | 289.7 | 304.1 | 5% |
| 5. | Calgary | - Vancouver | 123.6 | 116.2 | - 6% | 327.8 | 320.4 | - 2% |
| Transborder | | | | | | | | |
| 1. | Toronto | - New York | 143.1 | 159.2 | 11% | 399.7 | 467.7 | 17% |
| 2. | Montreal | - New York | 69.5 | 85.6 | 23% | 213.2 | 242.2 | 14% |
| 3. | Toronto | - Chicago | 51.3 | 58.2 | 13% | 144.4 | 165.7 | 15% |
| 4. | Vancouver | - Los Angeles | 62.1 | 55.7 | -10% | 139.5 | 140.2 | 0.5% |
| 5. | Toronto | - Boston | 48.6 | 49.7 | 2% | 118.9 | 128.9 | 8% |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | | <u>IV Quarter</u> | | <u>Change</u> |
|-----|---------------------------------|-------------------|-------------|---------------|
| | | <u>1983</u> | <u>1984</u> | |
| 1. | Lester B. Pearson International | 2,957 | 3,168 | 7% |
| 2. | Vancouver International | 1,374 | 1,398 | 2% |
| 3. | Montreal International | 1,272 | 1,348 | 6% |
| 4. | Calgary International | 862 | 872 | 1% |
| 5. | Winnipeg International | 498 | 498 | -- |
| 6. | Ottawa International | 475 | 490 | 3% |
| 7. | Edmonton International | 436 | 431 | 1% |
| 8. | Halifax International | 358 | 391 | 9% |
| 9. | Mirabel International | 220 | 235 | 7% |
| 10. | Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------|-------------|------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 21,432 | 22,988 | 7% | 143,876 | 144,889 | 1% |
| Other Services | 5,384 | 4,853 | -10% | 44,416 | 43,415 | - 2% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 2,163 | 2,123 | - 2% | 16,431 | 14,885 | - 9% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 17,115 | 17,099 | -- | 122,701 | 117,375 | - 4% |
| Other Services | 4,152 | 3,945 | - 5% | 31,178 | 32,769 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|-------------|------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 70.9 | 78.1 | 10% | 728.0 | 735.6 | 1% |
| Trolley, Coach, Street- car, Subway, etc. | 21.4 | 22.2 | 3% | 190.7 | 196.1 | 3% |
| Other Services** | * | * | | * | * | |
| Total | 92.3 | 100.2 | 9% | 918.7 | 931.6 | 1% |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 39.3 | 44.2 | 13% | 342.4 | 367.3 | 7% |
| Trolley, Coach, Street- car, Subway, etc. | 13.1 | 14.5 | 10% | 112.0 | 116.2 | 4% |
| Other Services** | 0.5 | 0.5 | - 5% | 4.3 | 5.2 | 21% |
| Total | 53.0 | 59.2 | 12% | 458.6 | 488.7 | 7% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>July</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---------------------|--------------|----------------------------|---------------|--------------|------------------------------------|---------------|
| Passenger Cars | 80.2 | 91.7 | 14% | 607.3 | 692.3 | 14% |
| Commercial Vehicles | 24.5 | 32.2 | 31% | 188.0 | 231.7 | 23% |
| Total | <u>104.7</u> | <u>123.9</u> | <u>18%</u> | <u>795.3</u> | <u>924.0</u> | <u>16%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>June</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|----------------------------|---------------|---------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 3,799 | 3,962 | 5% | 13,114 | 13,739 | 5% |
| All Other Countries | 256 | 241 | - 6% | 714 | 711 | -0.4% |
| Total | <u>4,056</u> | <u>4,204</u> | <u>4%</u> | <u>13,828</u> | <u>14,450</u> | <u>4%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,078 | 3,328 | 8% | 17,482 | 17,292 | - 1% |
| All Other Countries | 144 | 168 | 16% | 1,044 | 1,227 | 17% |
| Total | <u>3,222</u> | <u>3,495</u> | <u>8%</u> | <u>18,526</u> | <u>18,519</u> | <u>--</u> |
| Grand Total | <u>7,278</u> | <u>7,699</u> | <u>6%</u> | <u>32,354</u> | <u>32,969</u> | <u>2%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1984</u> | <u>June</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|----------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,811 | 2,705 | - 4% | 15,736 | 15,660 | -0.5% |
| Diesel Fuel Oil | 1,316 | 1,253 | - 5% | 7,041 | 6,997 | - 1% |
| All Other Products | 2,204 | 1,955 | -11% | 15,743 | 15,084 | - 4% |
| Total Petroleum Products | <u>6,331</u> | <u>5,912</u> | <u>- 7%</u> | <u>38,520</u> | <u>37,741</u> | <u>- 2%</u> |

Utilisation d'énergie

(en pétajoules: 1 pétajoule = 10^{15} joules)

| | Trimestre IV | | | L'année à ce jour | | |
|--|--------------|-------|-----------|-------------------|---------|-----------|
| | 1983 | 1984 | Var. en % | 1983 | 1984 | Var. en % |
| (i) <u>Produits pétroliers raffinés seulement</u> | | | | | | |
| Industriel | 87,2 | 83,3 | - 5% | 321,6 | 319,3 | - 1% |
| Transport-Rail | 21,8 | 23,5 | 8% | 79,3 | 86,7 | 9% |
| Transport-Air | 28,7 | 30,3 | 5% | 116,4 | 122,6 | 5% |
| Transport-Eau | 24,6 | 24,9 | 1% | 89,2 | 85,4 | - 4% |
| Transport commercial et en commun et ventes au détail (pompes) | 296,9 | 305,7 | 3% | 1 152,2 | 1 195,7 | 4% |
| Domestique et agriculture | 121,3 | 89,1 | -26% | 402,3 | 326,6 | -19% |
| Commerces, autres institutions et pipelines | 84,5 | 78,8 | - 7% | 321,5 | 320,9 | -- |
| Usage énergétique- écoulement final* | 665,0 | 635,7 | - 4% | 2 482,4 | 2 457,1 | - 1% |
| Autoconsommation | 56,1 | 57,8 | 3% | 213,1 | 227,5 | 7% |
| Usage non-énergétique | 73,5 | 76,3 | 4% | 301,8 | 306,8 | 2% |
| Disponibilité nette | 809,7 | 784,8 | - 3% | 3 053,3 | 3 048,1 | -- |

*1984 écoulement final à ce jour = 0,000121 pétajoules par habitant.

(ii) Total de toutes les formes primaires et secondaires d'énergie

| | | | | | | |
|--|---------|---------|------|---------|---------|------|
| Industriel | 482,3 | 490,0 | 2% | 1 709,3 | 1 870,8 | 9% |
| Transport-Rail | 21,8 | 23,5 | 8% | 79,3 | 86,7 | 9% |
| Transport-Air | 28,7 | 30,3 | 5% | 116,4 | 122,6 | 5% |
| Transport-Eau | 24,6 | 24,9 | 1% | 89,2 | 85,4 | - 4% |
| Transport commercial et en commun et ventes au détail (pompes) | 300,1 | 310,6 | 3% | 1 161,7 | 1 210,8 | 4% |
| Domestique et agriculture | 376,9 | 341,8 | - 9% | 1 284,1 | 1 245,0 | - 3% |
| Commerces, autres institutions et pipelines | 303,1 | 316,4 | 4% | 1 075,3 | 1 114,7 | 4% |
| Usage énergétique- écoulement final** | 1 537,7 | 1 537,6 | -- | 5 515,3 | 5 736,1 | 4% |
| Autoconsommation | 99,5 | 102,9 | 3% | 327,8 | 343,2 | 5% |
| Usage non-énergétique | 129,3 | 136,9 | 6% | 502,3 | 557,6 | 11% |
| Disponibilité nette | 1 805,9 | 1 814,8 | 0,5% | 6 376,6 | 6 630,1 | 4% |

**1984 écoulement final à ce jour = 0,000263 pétajoules par habitant.

Remarque: Les totaux peuvent ne pas correspondre à cause des différences statistiques.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> | | <u>1985</u> | % Change Sept. '85 from | |
|-----------------------|--------------|-------------|--------------|----------------------------|-----------------|
| | <u>Sept.</u> | <u>Aug.</u> | <u>Sept.</u> | <u>Sept. '84</u> | <u>Aug. '85</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 123.0 | 127.8 | 128.0 | 4.1% | -- |
| Public Transport | 144.5 | 154.2 | 152.2 | 5.3% | -1.3% |
| Gasoline | 135.4 | 139.8 | 146.0 | 7.8% | 4.4% |

| | <u>1984</u> | | <u>1985</u> | % Change I Qtr. '85 from | |
|---------------------|---------------|----------------|----------------|-----------------------------|--------------------|
| | <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>I. Qtr.</u> | <u>I Qtr. '84</u> | <u>IV Qtr. '84</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.2 | 127.4 | 129.1 | 3.9% | 1.3% |

| | <u>1984</u> | | <u>1985</u> | % Change July '85 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>July</u> | <u>June</u> | <u>July</u> | <u>July '84</u> | <u>June '85</u> |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 312.8 | 318.9 | 319.5 | 2.1% | -- |

2. Employment

| | <u>1984</u> | | <u>1985</u> | |
|------------------------|--------------|--|-------------|--------------|
| | <u>Sept.</u> | | <u>Aug.</u> | <u>Sept.</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 11.6 | | 10.3 | 10.1 |
| Unadjusted | 10.9 | | 9.6 | 9.3 |
| No. Employed ('000)* | 11,163 | | 11,825 | 11,467 |
| No. Unemployed ('000)* | 1,363 | | 1,253 | 1,183 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> | | <u>1985</u> | % Change June '85 from | |
|-------------------|-------------|------------|-------------|---------------------------|----------------|
| | <u>June</u> | <u>May</u> | <u>June</u> | <u>June '84</u> | <u>May '85</u> |
| (1971 = 100) | | | | | |
| Total | 149.8 | 154.9 | 156.0 | 4.1% | 0.7% |
| Goods Producing | 131.6 | 135.7 | 137.4 | 4.4% | 1.3% |
| Service Producing | 162.2 | 168.1 | 168.8 | 4.1% | 0.4% |
| Transportation | 155.1 | 160.8 | 160.6 | 3.5% | -- |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|---------------|----------------|
| <u>Oct. 3</u> | <u>Oct. 10</u> | <u>Oct. 17</u> | <u>Oct. 2</u> | <u>Oct. 9</u> | <u>Oct. 16</u> |
| 76.00 | 75.92 | 75.60 | 73.21 | 73.18 | 73.03 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Oct. 4</u> | <u>Oct. 11</u> | <u>Oct. 18</u> | <u>Oct. 3</u> | <u>Oct. 10</u> | <u>Oct. 17</u> |
| 12.25 | 12.23 | 12.11 | 8.99 | 8.85 | 8.78 |

6. Gross National Product

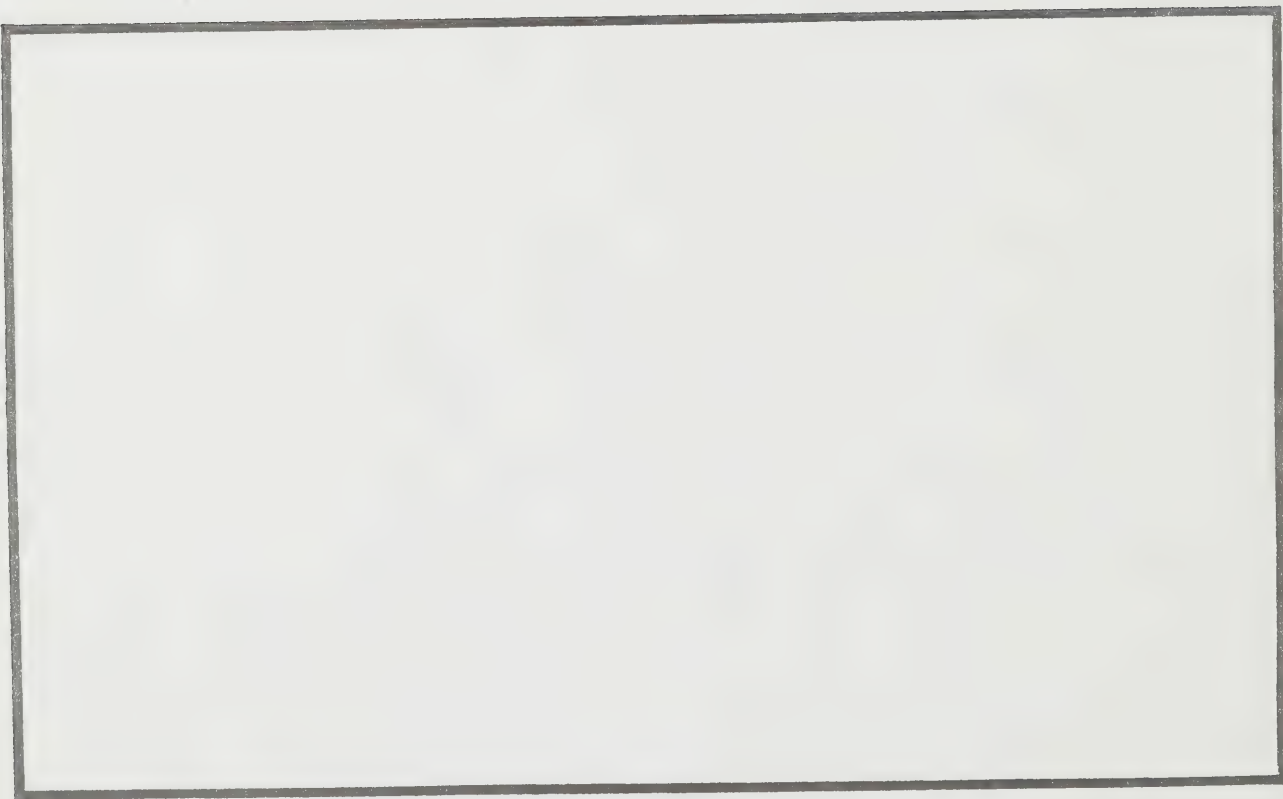
| | <u>I Quarter</u> <u>1984</u> | <u>II Quarter</u> <u>1985</u> | <u>%</u> |
|---|---------------------------------|----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 441.0 | 449.3 | 1.9% |
| G.N.P. (Billions of 1971 Constant Dollars) | 144.9 | 146.4 | 1.0% |
| G.N.E. Implicit Price Index (1971 = 100) | 304.4 | 307.0 | 0.9% |

The Gross National Product in the second quarter of 1985 rose 1.9% to \$449.3 billion, seasonally adjusted at annual rates. Real GNP, after allowing for an increase of 0.9% in the implicit deflator, increased 1.0%.

Final domestic demand was up 1.7% in the second quarter, the largest quarterly increase since 1980. Consumer demand continued to rise steadily into the second quarter, growing 1.2%. There were also marked increases in both residential and non-residential construction in the quarter, with increases of 8.0% and 8.4% respectively.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CAI
TA115
-T63

Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1984</u> | <u>September</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| Halifax | 1,030 | 1,160 | 13% | 10,512 | 10,162 | - 3% |
| Saint John | 400 | 942 | 135% | 6,480 | 5,630 | -13% |
| Quebec | 1,845 | 1,548 | -16% | 13,153 | 10,486 | -20% |
| Montreal | 2,205 | 1,716 | -22% | 17,424 | 14,959 | -14% |
| Vancouver | 4,856 | 4,415 | - 9% | 44,218 | 42,128 | - 5% |
| Total | 10,336 | 9,781 | - 5% | 91,787 | 83,365 | - 9% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1983</u> | <u>October</u> <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>Year to Date</u> <u>1984</u> | <u>Change</u> |
|----------------------------|-------------|-------------------------------|---------------|-------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 3,090 | 1,292 | -58% | 18,847 | 11,505 | -39% |
| Iron Ore | 1,094 | 757 | -31% | 9,607 | 6,897 | -28% |
| Other Bulk | 902 | 797 | -12% | 5,492 | 5,655 | 3% |
| | 5,086 | 2,846 | -44% | 33,946 | 24,057 | -29% |
| General | 623 | 460 | -26% | 4,001 | 3,048 | -24% |
| Other | 142 | 106 | -25% | 626 | 717 | 15% |
| Grand Total | 5,851 | 3,412 | -42% | 38,573 | 27,822 | -28% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 3,101 | 1,193 | -62% | 19,555 | 11,996 | -39% |
| Iron Ore | 857 | 384 | -55% | 8,566 | 5,524 | -36% |
| Coal | 830 | 387 | -53% | 6,628 | 4,585 | -31% |
| Other Bulk | 947 | 604 | -36% | 6,274 | 6,478 | 3% |
| | 5,735 | 2,568 | -55% | 41,023 | 28,583 | -30% |
| General | 547 | 168 | -69% | 3,492 | 2,404 | -31% |
| Other | 23 | 6 | -74% | 180 | 173 | - 4% |
| Grand Total | 6,305 | 2,742 | -57% | 44,695 | 31,160 | -30% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1983</u> | <u>October</u> <u>1984</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|-------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1983</u> | <u>1984</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 277 | 211 | -24% | 1,870 | 1,429 | -24% |
| Ocean | 231 | 108 | -53% | 1,168 | 939 | -20% |
| | <u>508</u> | <u>319</u> | <u>-37%</u> | <u>3,038</u> | <u>2,368</u> | <u>-22%</u> |
| Welland Canal | | | | | | |
| Inland | 400 | 195 | -51% | 2,940 | 2,121 | -28% |
| Ocean | 201 | 48 | -76% | 1,013 | 753 | -26% |
| | <u>601</u> | <u>243</u> | <u>-60%</u> | <u>3,953</u> | <u>2,874</u> | <u>-27%</u> |

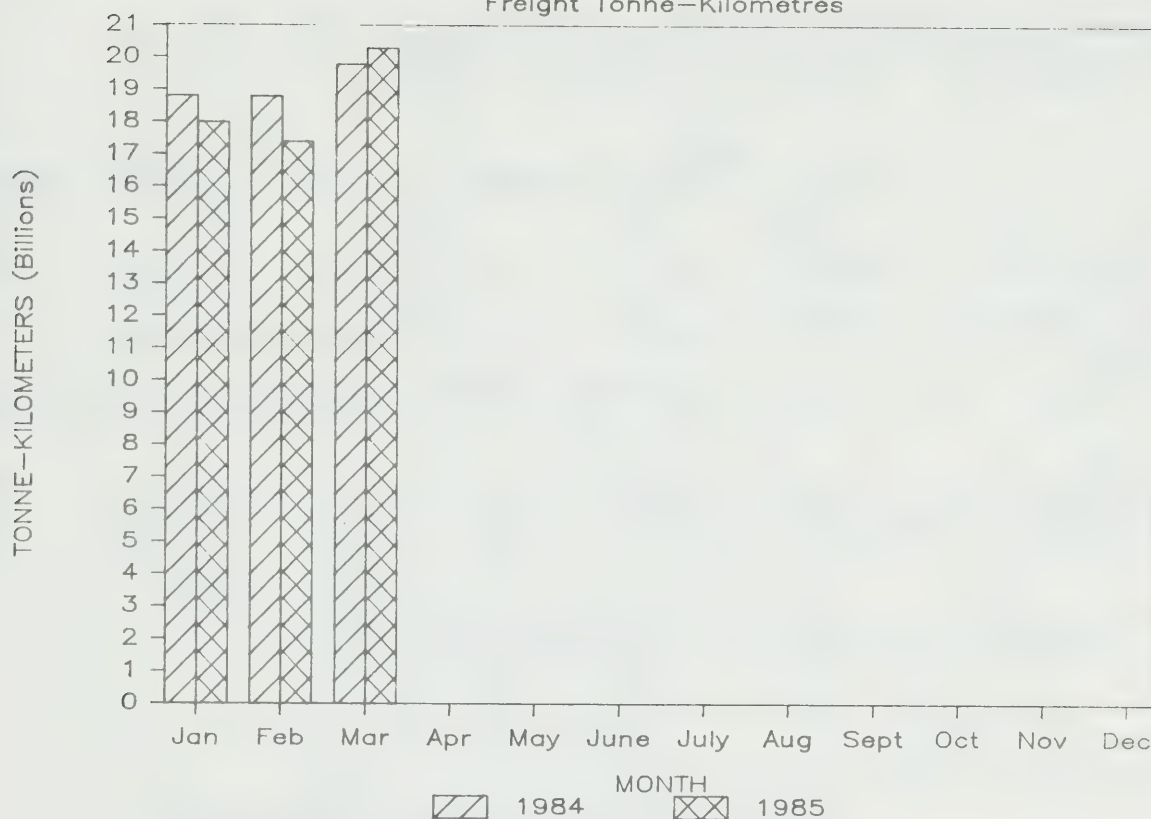
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>March</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Operating Revenues (\$) | 621.5 | 632.8 | 2% | 1,746.7 | 1,773.6 | 2% |
| Operating Expenses (\$) | 564.9 | 605.1 | 7% | 1,646.4 | 1,750.9 | 6% |
| Operating Income (\$) | 56.7 | 27.8 | -51% | 100.3 | 22.7 | -77 |
| Tonne-km, freight | 19,822.5 | 20,270.6 | 2% | 57,470.2 | 55,680.4 | - 3% |
| Passenger-km, Intercity | 163.9 | 172.1 | 5% | 438.2 | 457.0 | 4% |
| Total | 164.5 | 172.7 | 5% | 440.1 | 458.9 | 4% |
| Passengers, Intercity | 0.545 | 0.558 | 2% | 1.452 | 1.526 | 5% |
| Total | 0.570 | 0.581 | 2% | 1.532 | 1.601 | 5% |
| Freight Train-km | 8.5 | 8.3 | - 2% | 24.6 | 23.7 | - 4% |
| Freight Car-km | 643.5 | 642.5 | -- | 1,833.9 | 1,737.6 | - 5% |
| Passenger Car-km | 9.8 | 9.6 | - 1% | 27.6 | 27.1 | - 2% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1984 | August 1985 | Change | Year to Date 1984 | 1985 | Change |
|--------------------------------------|---------------|----------------|-------------|----------------------|----------------|-------------|
| Carload Traffic (excl. Piggyback) | 19,860 | 17,948 | -10% | 150,893 | 149,521 | - 1% |
| Non-Carload Traffic | 5 | 4 | -24% | 28 | 28 | -- |
| Piggyback Traffic | 983 | 959 | - 2% | 7,393 | 7,663 | 4% |
| Receipts from U.S. Connections | 1,192 | 1,032 | -13% | 9,298 | 8,901 | - 4% |
| Total Traffic Carried | 22,040 | 19,943 | -10% | 167,613 | 166,113 | - 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,464 | 3,385 | - 2% | 24,956 | 29,443 | 18% |
| Grain (excl. wheat) | 476 | 451 | 5% | 5,918 | 4,178 | -29% |
| Wheat | 2,849 | 1,158 | -59% | 17,449 | 11,706 | -33% |
| Iron Ore & Concentrates | 2,529 | 3,358 | 33% | 23,134 | 25,280 | 9% |
| Potash | 1,167 | 745 | -36% | 7,362 | 6,489 | -11% |
| Gypsum, Crude | 524 | 325 | -38% | 3,693 | 3,427 | - 7% |

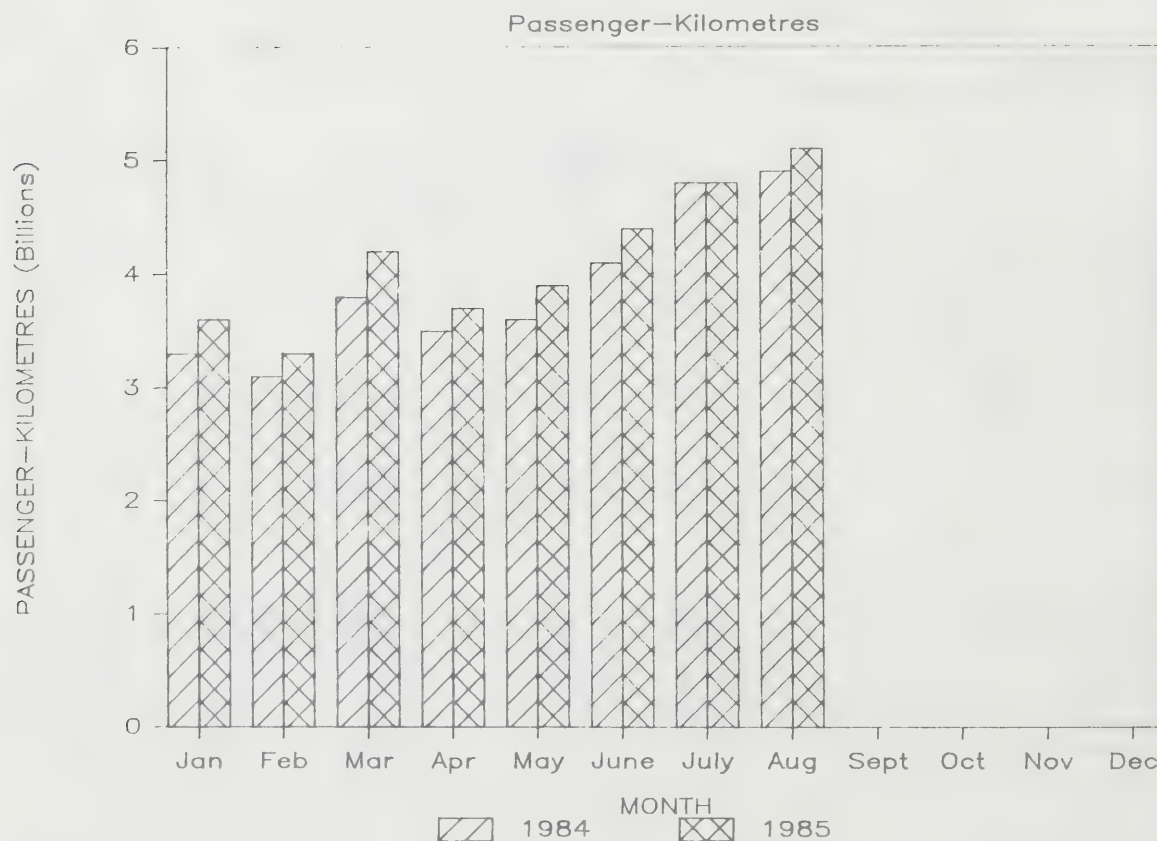
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------|-------------|------------------------------|---------------|-------------|------------------------------------|---------------|
| Operating | | | | | | |
| Revenues (\$) | 448.8 | 472.2 | 5% | 2,878.2 | 3,163.0 | 10% |
| Operating | | | | | | |
| Expenses (\$) | 384.8 | 402.2 | 5% | 2,753.3 | 3,005.6 | 9% |
| Operating | | | | | | |
| Income (\$) | 63.9 | 70.0 | 10% | 124.8 | 157.4 | 26% |
| Enplaned | | | | | | |
| Passengers | 2.29 | 2.22 | - 3% | 15.4 | 15.9 | 3% |
| Passenger-km | 4,934.9 | 5,094.9 | 3% | 31,066.6 | 32,925.8 | 6% |
| Goods Tonne-km | 90.3 | 93.6 | 4% | 709.7 | 763.3 | 8% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada

| | <u>III Quarter</u> | | | <u>Year to Date</u> | | |
|--------|--------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | 729,867 | 772,109 | 6% | 2,463,947 | 2,651,853 | 8% |

Scheduled Air Passenger Origin and Destination (passengers in thousands)

| Rank | City Pair | | IV Quarter | | | Year to Date | | |
|-------------------------|-----------|---------------|------------|-------|--------|--------------|--------|--------|
| | | | 1983 | 1984 | Change | 1983 | 1984 | Change |
| <hr/> Domestic <hr/> | | | | | | | | |
| 1. | Montreal | - Toronto | 256.8 | 293.7 | 14% | 971.8 | 1084.9 | 12% |
| 2. | Ottawa | - Toronto | 148.7 | 159.4 | 7% | 557.2 | 623.7 | 12% |
| 3. | Toronto | - Vancouver | 116.9 | 101.8 | 13% | 469.3 | 495.3 | 6% |
| 4. | Calgary | - Vancouver | 111.8 | 116.4 | 4% | 439.5 | 436.8 | - 1% |
| 5. | Calgary | - Toronto | 98.1 | 91.6 | - 7% | 387.8 | 395.7 | 2% |
| <hr/> Transborder <hr/> | | | | | | | | |
| 1. | Toronto | - New York | 159.9 | 156.6 | - 2% | 559.7 | 624.3 | 12% |
| 2. | Montreal | - New York | 71.2 | 88.0 | 24% | 284.4 | 330.2 | 16% |
| 3. | Toronto | - Chicago | 52.3 | 56.6 | 8% | 196.6 | 222.3 | 13% |
| 4. | Vancouver | - Los Angeles | 35.1 | 36.2 | 3% | 174.6 | 176.3 | 1% |
| 5. | Toronto | - Boston | 41.4 | 43.9 | 6% | 160.4 | 172.8 | 8% |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|---------------------------------|------------|-------|--------|
| | | 1983 | 1984 | Change |
| 1. | Lester B. Pearson International | 2,957 | 3,168 | 7% |
| 2. | Vancouver International | 1,374 | 1,398 | 2% |
| 3. | Montreal International | 1,272 | 1,348 | 6% |
| 4. | Calgary International | 862 | 872 | 1% |
| 5. | Winnipeg International | 498 | 498 | -- |
| 6. | Ottawa International | 475 | 490 | 3% |
| 7. | Edmonton International | 436 | 431 | 1% |
| 8. | Halifax International | 358 | 391 | 9% |
| 9. | Mirabel International | 220 | 235 | 7% |
| 10. | Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------|-------------|------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 21,432 | 22,988 | 7% | 143,876 | 144,889 | 1% |
| Other Services | 5,384 | 4,853 | -10% | 44,416 | 43,415 | - 2% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 2,163 | 2,123 | - 2% | 16,431 | 14,885 | - 9% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 17,115 | 17,099 | -- | 122,701 | 117,375 | - 4% |
| Other Services | 4,152 | 3,945 | - 5% | 31,178 | 32,769 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|-------------|------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 70.9 | 78.1 | 10% | 728.0 | 735.6 | 1% |
| Trolley, Coach, Street- car, Subway, etc. | 21.4 | 22.2 | 3% | 190.7 | 196.1 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>92.3</u> | <u>100.2</u> | <u>9%</u> | <u>918.7</u> | <u>931.6</u> | <u>1%</u> |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|------------|--------------|--------------|-----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 39.3 | 44.2 | 13% | 342.4 | 367.3 | 7% |
| Trolley, Coach, Street- car, Subway, etc. | 13.1 | 14.5 | 10% | 112.0 | 116.2 | 4% |
| Other Services** | 0.5 | 0.5 | - 5% | 4.3 | 5.2 | 21% |
| Total | <u>53.0</u> | <u>59.2</u> | <u>12%</u> | <u>458.6</u> | <u>488.7</u> | <u>7%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>August 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|---------------------|-------------|------------------------|---------------|--------------|------------------------------|---------------|
| Passenger Cars | 74.6 | 91.9 | 23% | 681.9 | 784.1 | 15% |
| Commercial Vehicles | 22.9 | 31.8 | 39% | 210.9 | 263.6 | 25% |
| Total | <u>97.5</u> | <u>123.7</u> | <u>27%</u> | <u>892.7</u> | <u>1,047.7</u> | <u>17%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>August 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|--------------------------|--------------|------------------------|---------------|---------------|------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 5,311 | 5,595 | 5% | 23,751 | 24,812 | 4% |
| All Other Countries | 330 | 306 | - 7% | 1,382 | 1,324 | - 4% |
| Total | <u>5,641</u> | <u>5,901</u> | <u>5%</u> | <u>25,133</u> | <u>26,135</u> | <u>4%</u> |
| Residents of Canada: | | | | | | |
| United States | 4,081 | 4,490 | 10% | 25,766 | 26,277 | 2% |
| All Other Countries | 238 | 274 | 15% | 1,447 | 1,688 | 17% |
| Total | <u>4,319</u> | <u>4,764</u> | <u>10%</u> | <u>27,213</u> | <u>27,965</u> | <u>3%</u> |
| Grand Total | <u>9,960</u> | <u>10,665</u> | <u>7%</u> | <u>52,346</u> | <u>54,101</u> | <u>3%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1984</u> | <u>July 1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date 1985</u> | <u>Change</u> |
|--------------------------|--------------|----------------------|---------------|---------------|------------------------------|---------------|
| Motor Gasoline | 3,046 | 3,130 | 3% | 18,782 | 18,727 | -0.3% |
| Diesel Fuel Oil | 1,332 | 1,372 | 3% | 8,329 | 8,413 | 1% |
| All Other Products | 2,336 | 2,247 | - 4% | 18,123 | 17,293 | - 5% |
| Total Petroleum Products | <u>6,714</u> | <u>6,749</u> | <u>0.5%</u> | <u>45,234</u> | <u>44,433</u> | <u>- 2%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1984 | I Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|---|-------|-------------------|--------|-------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.3 | 77.9 | - 9% | 85.3 | 77.9 | - 9% |
| Rail | 20.1 | 20.0 | - 1% | 20.1 | 20.0 | - 1% |
| Air | 27.8 | 28.1 | 1% | 27.8 | 28.1 | 1% |
| Marine | 9.8 | 10.4 | 6% | 9.8 | 10.4 | 6% |
| Road, Urban Transit & Retail Pump Sales | 269.3 | 270.4 | 0.4% | 269.3 | 270.4 | 0.4% |
| Residential & Agriculture | 129.4 | 120.7 | - 7% | 129.4 | 120.7 | - 7% |
| Commercial, Other Institutional & Pipelines | 95.8 | 76.4 | -20% | 95.8 | 76.4 | -20% |
| Energy Use- | | | | | | |
| Final Demand** | 637.5 | 603.9 | - 5% | 637.5 | 603.9 | - 5% |
| Producer Consumption | 61.1 | 55.3 | -10% | 61.1 | 55.3 | -10% |
| Non-Energy Use | 52.1 | 53.4 | 2% | 52.1 | 53.4 | 2% |
| Net Supply | 765.0 | 725.1 | - 5% | 765.0 | 725.1 | - 5% |

*1984 Final Demand to Date = 0.000239 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 499.7 | 518.4 | 4% | 499.7 | 518.4 | 4% |
| Rail | 20.1 | 20.0 | - 1% | 20.0 | 20.1 | - 1% |
| Air | 27.8 | 28.1 | 1% | 27.8 | 28.1 | 1% |
| Marine | 9.8 | 10.4 | 6% | 9.8 | 10.4 | 6% |
| Road, Urban Transit & Retail Pump Sales | 272.6 | 275.1 | 1% | 272.6 | 275.1 | 1% |
| Residential & Agriculture | 485.0 | 492.3 | 2% | 485.0 | 492.3 | 2% |
| Commercial, Other Institutional and Pipelines | 364.1 | 369.7 | 2% | 364.1 | 369.7 | 2% |
| Energy Use | | | | | | |
| Final Demand** | 1,679.2 | 1,714.1 | 2% | 1,679.2 | 1,714.1 | 2% |
| Producer Consumption | 92.9 | 190.8 | 105% | 92.9 | 190.8 | 105% |
| Non-Energy Use | 114.3 | 122.3 | 7% | 114.3 | 122.3 | 7% |
| Net Supply | 1,866.6 | 2,007.0 | 8% | 1,866.6 | 2,007.0 | 8% |

**1984 Final Demand to Date = 0.000677 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> <u>Oct.</u> | <u>Sept.</u> | <u>1985</u> <u>Oct.</u> | % Change Oct. '85 from <u>Oct. '84</u> <u>Sept. '85</u> | |
|-----------------------|----------------------------|--------------|----------------------------|---|-------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 123.2 | 128.0 | 128.4 | 4.2% | 0.3% |
| Public Transport | 133.0 | 152.2 | 151.1 | 13.6% | -0.7% |
| Gasoline | 135.2 | 146.0 | 147.6 | 9.2% | 1.1% |

| | <u>1984</u> <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>1985</u> <u>I. Qtr.</u> | % Change I Qtr. '85 from <u>I Qtr. '84</u> <u>IV Qtr. '84</u> | |
|---------------------|------------------------------|----------------|-------------------------------|---|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.2 | 127.4 | 129.1 | 3.9% | 1.3% |

| | <u>1984</u> <u>Sept.</u> | <u>Aug.</u> | <u>1985</u> <u>Sept.</u> | % Change Sept. '85 from <u>Sept. '84</u> <u>Aug. '85</u> | |
|---|-----------------------------|-------------|-----------------------------|--|----|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 312.3 | 318.8 | 319.5 | 2.3% | -- |

2. Employment

| | <u>1984</u> <u>Oct.</u> | <u>Sept.</u> | <u>1985</u> <u>Oct.</u> |
|------------------------|----------------------------|--------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.2 | 10.1 | 10.3 |
| Unadjusted | 10.5 | 9.3 | 9.5 |
| No. Employed ('000)* | 11,153 | 11,467 | 11,475 |
| No. Unemployed ('000)* | 1,305 | 1,183 | 1,200 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> <u>Aug.</u> | <u>July</u> | <u>1985</u> <u>Aug.</u> | % Change Aug. '85 from <u>Aug. '84</u> <u>July '85</u> | |
|-------------------|----------------------------|-------------|----------------------------|--|------|
| (1971 = 100) | | | | | |
| Total | 151.1 | 157.2 | 157.6 | 4.3% | 0.3% |
| Goods Producing | 135.1 | 139.8 | 140.2 | 3.8% | 0.3% |
| Service Producing | 161.9 | 169.0 | 169.5 | 4.7% | 0.3% |
| Transportation | 157.5 | 159.6 | 159.4 | 1.2% | -- |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|----------------|---------------|----------------|----------------|---------------|----------------|
| <u>Oct. 31</u> | <u>Nov. 7</u> | <u>Nov. 14</u> | <u>Oct. 30</u> | <u>Nov. 6</u> | <u>Nov. 13</u> |
| 75.95 | 76.29 | 76.02 | 73.20 | 72.96 | 72.59 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|---------------|----------------|----------------|---------------|----------------|
| <u>Nov. 1</u> | <u>Nov. 8</u> | <u>Nov. 15</u> | <u>Oct. 31</u> | <u>Nov. 7</u> | <u>Nov. 14</u> |
| 11.67 | 11.45 | 11.20 | 8.78 | 8.84 | 8.96 |

6. Gross National Product

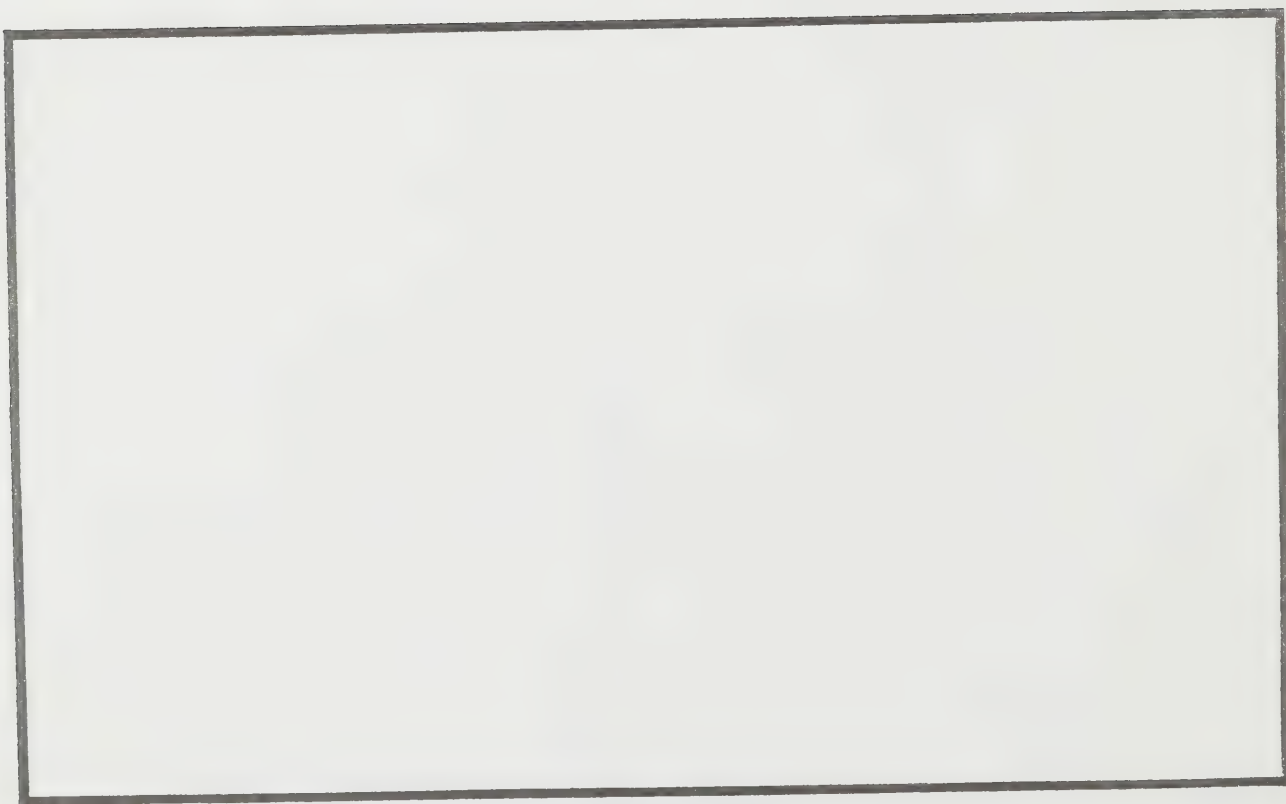
| | <u>I Quarter</u> <u>1984</u> | <u>II Quarter</u> <u>1985</u> | <u>%</u> |
|---|---------------------------------|----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 441.0 | 449.3 | 1.9% |
| G.N.P. (Billions of 1971 Constant Dollars) | 144.9 | 146.4 | 1.0% |
| G.N.E. Implicit Price Index (1971 = 100) | 304.4 | 307.0 | 0.9% |

The Gross National Product in the second quarter of 1985 rose 1.9% to \$449.3 billion, seasonally adjusted at annual rates. Real GNP, after allowing for an increase of 0.9% in the implicit deflator, increased 1.0%.

Final domestic demand was up 1.7% in the second quarter, the largest quarterly increase since 1980. Consumer demand continued to rise steadily into the second quarter, growing 1.2%. There were also marked increases in both residential and non-residential construction in the quarter, with increases of 8.0% and 8.4% respectively.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>September</u> | | | <u>Year to Date</u> | | |
|------------|------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Halifax | 1,030 | 1,160 | 13% | 10,512 | 10,162 | - 3% |
| Saint John | 400 | 942 | 135% | 6,480 | 5,630 | -13% |
| Quebec | 1,845 | 1,548 | -16% | 13,153 | 10,486 | -20% |
| Montreal | 2,205 | 1,716 | -22% | 17,424 | 14,959 | -14% |
| Vancouver | 4,856 | 4,415 | - 9% | 44,218 | 42,128 | - 5% |
| Total | 10,336 | 9,781 | - 5% | 91,787 | 83,365 | - 9% |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------------------|-------------|--------------------------------|---------------|-------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,352 | 2,543 | 8% | 21,200 | 14,050 | -34% |
| Iron Ore | 1,164 | 1,025 | -12% | 10,772 | 7,935 | -26% |
| Other Bulk | 795 | 802 | 1% | 6,287 | 6,409 | 2% |
| | 4,311 | 4,370 | 1% | 38,259 | 28,394 | -26% |
| General | 636 | 769 | 21% | 4,638 | 3,858 | -17% |
| Other | 26 | 76 | 192% | 649 | 790 | -22% |
| Grand Total | 4,973 | 5,215 | 5% | 43,546 | 33,042 | -24% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 3,300 | 2,707 | -18% | 22,855 | 14,745 | -35% |
| Iron Ore | 935 | 844 | -10% | 9,501 | 6,390 | -33% |
| Coal | 99 | 697 | 604% | 6,728 | 5,283 | -21% |
| Other Bulk | 1,183 | 981 | -17% | 7,457 | 7,434 | -0.3% |
| | 5,517 | 5,229 | - 5% | 46,541 | 33,852 | -27% |
| General | 534 | 880 | 65% | 4,027 | 3,278 | -19% |
| Other | 39 | 9 | -77% | 218 | 182 | -17% |
| Grand Total | 6,090 | 6,118 | 0.5% | 50,786 | 37,312 | -27% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 200 | 208 | 4% | 2,070 | 1,631 | -21% |
| Ocean | 194 | 190 | - 2% | 1,362 | 1,129 | -17% |
| | <u>394</u> | <u>398</u> | <u>1%</u> | <u>3,432</u> | <u>2,760</u> | <u>-20%</u> |
| Welland Canal | | | | | | |
| Inland | 305 | 374 | 23% | 3,245 | 2,490 | -23% |
| Ocean | 207 | 187 | -10% | 1,220 | 938 | -23% |
| | <u>512</u> | <u>561</u> | <u>10%</u> | <u>4,465</u> | <u>3,428</u> | <u>-23%</u> |

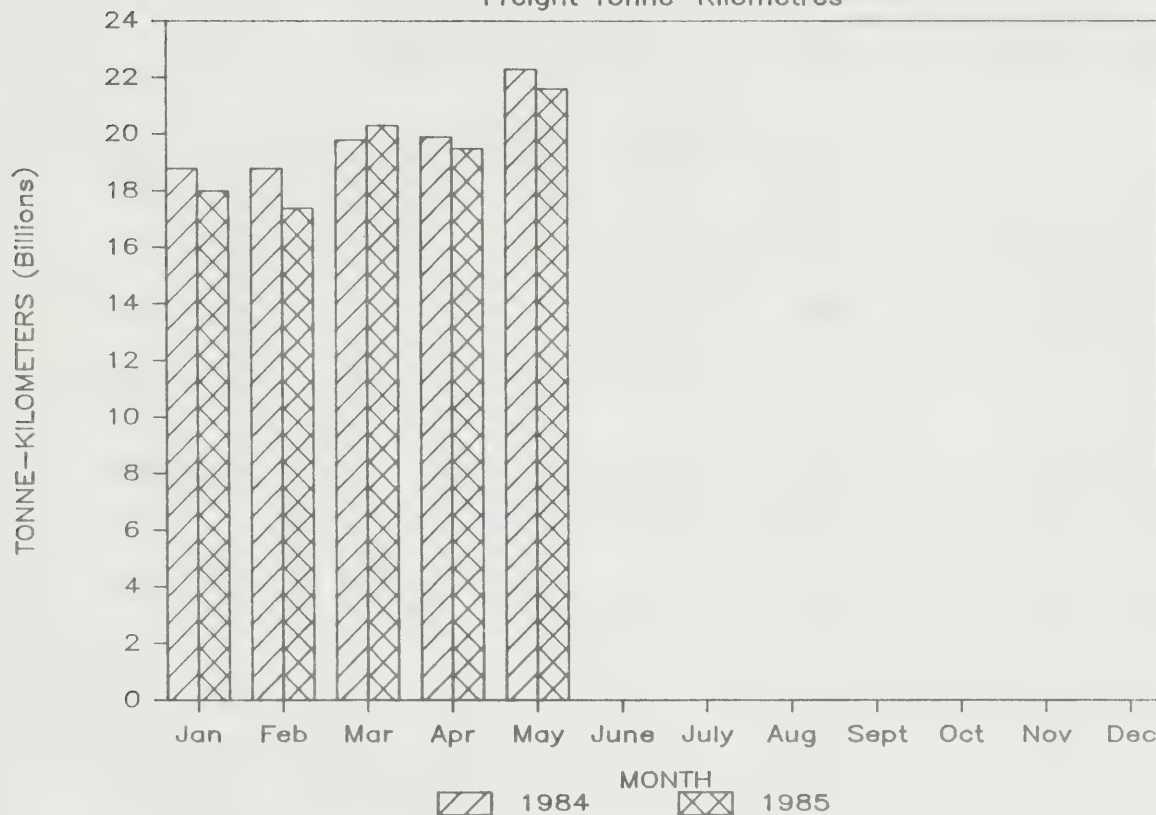
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>May</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|---------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Operating Revenues (\$) | 676.7 | 670.7 | - 1% | 3,041.6 | 3,085.2 | 1% |
| Operating Expenses (\$) | 603.1 | 634.6 | 5% | 2,808.4 | 2,990.2 | 6% |
| Operating Income (\$) | 73.6 | 36.2 | -51% | 233.2 | 95.0 | -59% |
| Tonne-km, freight | 22,281.4 | 21,567.7 | - 3% | 99,654.8 | 96,760.6 | - 3% |
| Passenger-km, Intercity | 167.6 | 182.4 | 9% | 760.5 | 797.6 | 5% |
| Total | 168.1 | 182.9 | 9% | 763.6 | 800.6 | 5% |
| Passengers, Intercity | 0.485 | 0.526 | 8% | 2.400 | 2.533 | 5% |
| Total | 0.506 | 0.546 | 8% | 2.522 | 2.650 | 5% |
| Freight Train-km | 9.0 | 8.8 | - 2% | 41.9 | 40.6 | - 3% |
| Freight Car-km | 695.3 | 679.6 | - 2% | 3,166.6 | 3,035.2 | - 4% |
| Passenger Car-km | 10.6 | 10.8 | 2% | 47.9 | 47.5 | - 1% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1984 | September 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|--------|-------------------|--------|---------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 19,393 | 18,532 | - 4% | 170,287 | 168,053 | - 1% |
| Non-Carload Traffic | 5 | 4 | -11% | 33 | 32 | - 2% |
| Piggyback Traffic | 914 | 922 | 1% | 8,307 | 8,584 | 3% |
| Receipts from U.S. Connections | 1,281 | 1,080 | -16% | 10,579 | 9,982 | - 6% |
| Total Traffic Carried | 21,594 | 20,538 | - 5% | 189,207 | 186,651 | - 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,558 | 3,330 | - 6% | 28,515 | 32,772 | 15% |
| Grain (excl. wheat) | 935 | 544 | -42% | 6,853 | 4,722 | -31% |
| Wheat | 1,866 | 1,255 | -33% | 19,314 | 12,961 | -33% |
| Iron Ore & Concentrates | 3,400 | 3,559 | 5% | 26,534 | 28,838 | 9% |
| Pulwood Chips | 767 | 687 | -10% | 6,176 | 6,726 | 9% |

3. Air

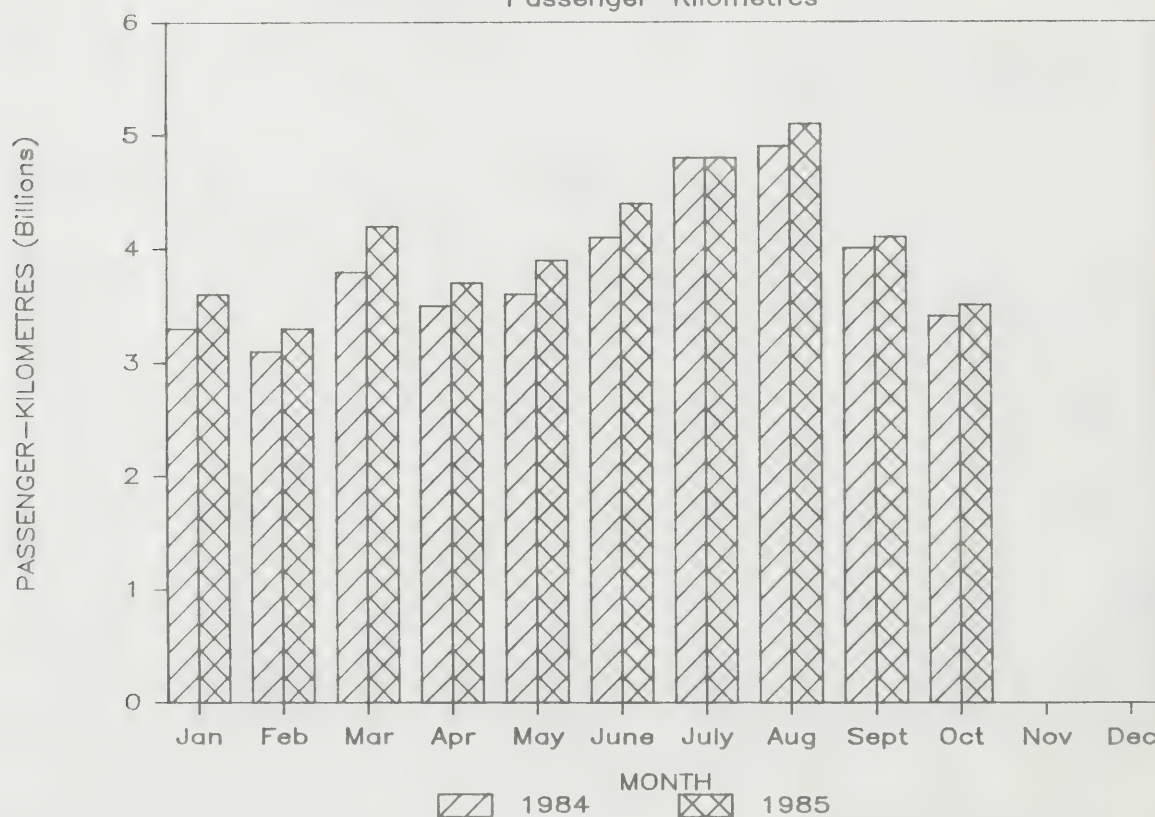
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | 1984 | October 1985 | Change | 1984 | Year to Date 1985 | Change |
|-------------------------|---------|-----------------|--------|----------|----------------------|--------|
| Operating Revenues (\$) | 344.7 | 374.8 | 9% | 3,600.4 | 3,932.3 | 9% |
| Operating Expenses (\$) | 341.5 | 407.1 | 19% | 3,431.2 | 3,707.1 | 8% |
| Operating Income (\$) | 3.2 | -32.4 | -- | 169.2 | 225.2 | 33% |
| Enplaned Passengers | 1.82 | 1.87 | 3% | 19.1 | 19.7 | 3% |
| Passenger-km | 3,357.1 | 3,532.5 | 5% | 38,552.3 | 40,530.9 | 5% |
| Goods Tonne-km | 103.3 | 100.3 | - 3% | 908.6 | 961.0 | 6% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada

| | 1983 | III Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------|---------|---------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | 729,867 | 772,109 | 6% | 2,463,947 | 2,651,853 | 8% |

Scheduled Air Passenger Origin and Destination (passengers in thousands)

| Rank | City Pair | 1983 | IV Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------|-------------------------|-------|--------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 256.8 | 293.7 | 14% | 971.8 | 1084.9 | 12% |
| 2. | Ottawa - Toronto | 148.7 | 159.4 | 7% | 557.2 | 623.7 | 12% |
| 3. | Toronto - Vancouver | 116.9 | 101.8 | 13% | 469.3 | 495.3 | 6% |
| 4. | Calgary - Vancouver | 111.8 | 116.4 | 4% | 439.5 | 436.8 | - 1% |
| 5. | Calgary - Toronto | 98.1 | 91.6 | - 7% | 387.8 | 395.7 | 2% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 159.9 | 156.6 | - 2% | 559.7 | 624.3 | 12% |
| 2. | Montreal - New York | 71.2 | 88.0 | 24% | 284.4 | 330.2 | 16% |
| 3. | Toronto - Chicago | 52.3 | 56.6 | 8% | 196.6 | 222.3 | 13% |
| 4. | Vancouver - Los Angeles | 35.1 | 36.2 | 3% | 174.6 | 176.3 | 1% |
| 5. | Toronto - Boston | 41.4 | 43.9 | 6% | 160.4 | 172.8 | 8% |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|---------------------------------|------------|-------|--------|
| | | 1983 | 1984 | Change |
| 1. | Lester B. Pearson International | 2,957 | 3,168 | 7% |
| 2. | Vancouver International | 1,374 | 1,398 | 2% |
| 3. | Montreal International | 1,272 | 1,348 | 6% |
| 4. | Calgary International | 862 | 872 | 1% |
| 5. | Winnipeg International | 498 | 498 | -- |
| 6. | Ottawa International | 475 | 490 | 3% |
| 7. | Edmonton International | 436 | 431 | 1% |
| 8. | Halifax International | 358 | 391 | 9% |
| 9. | Mirabel International | 220 | 235 | 7% |
| 10. | Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------|-------------|------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 21,432 | 22,988 | 7% | 143,876 | 144,889 | 1% |
| Other Services | 5,384 | 4,853 | -10% | 44,416 | 43,415 | - 2% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 2,163 | 2,123 | - 2% | 16,431 | 14,885 | - 9% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 17,115 | 17,099 | -- | 122,701 | 117,375 | - 4% |
| Other Services | 4,152 | 3,945 | - 5% | 31,178 | 32,769 | 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|-------------|------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 70.9 | 78.1 | 10% | 728.0 | 735.6 | 1% |
| Trolley, Coach, Street- car, Subway, etc. | 21.4 | 22.2 | 3% | 190.7 | 196.1 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>92.3</u> | <u>100.2</u> | <u>9%</u> | <u>918.7</u> | <u>931.6</u> | <u>1%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 39.3 | 44.2 | 13% | 342.4 | 367.3 | 7% |
| Trolley, Coach, Street- car, Subway, etc. | 13.1 | 14.5 | 10% | 112.0 | 116.2 | 4% |
| Other Services** | 0.5 | 0.5 | - 5% | 4.3 | 5.2 | 21% |
| Total | <u>53.0</u> | <u>59.2</u> | <u>12%</u> | <u>458.6</u> | <u>488.7</u> | <u>7%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1984 | August 1985 | Change | 1984 | Year to Date 1985 | Change |
|---------------------|------|----------------|--------|-------|----------------------|--------|
| Passenger Cars | 74.6 | 91.9 | 23% | 681.9 | 784.1 | 15% |
| Commercial Vehicles | 22.9 | 31.8 | 39% | 210.9 | 263.6 | 25% |
| Total | 97.5 | 123.7 | 27% | 892.7 | 1,047.7 | 17% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1984 | August 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------------|-------|----------------|--------|--------|----------------------|--------|
| Non Resident Travellers: | | | | | | |
| United States | 5,311 | 5,595 | 5% | 23,751 | 24,812 | 4% |
| All Other Countries | 330 | 306 | - 7% | 1,382 | 1,324 | - 4% |
| Total | 5,641 | 5,901 | 5% | 25,133 | 26,135 | 4% |
| Residents of Canada: | | | | | | |
| United States | 4,081 | 4,490 | 10% | 25,766 | 26,277 | 2% |
| All Other Countries | 238 | 274 | 15% | 1,447 | 1,688 | 17% |
| Total | 4,319 | 4,764 | 10% | 27,213 | 27,965 | 3% |
| Grand Total | 9,960 | 10,665 | 7% | 52,346 | 54,101 | 3% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1984 | August 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------------|-------|----------------|--------|--------|----------------------|--------|
| Motor Gasoline | 3,186 | 3,148 | - 1% | 21,968 | 21,876 | -0.4% |
| Diesel Fuel Oil | 1,427 | 1,365 | - 4% | 9,757 | 9,777 | -- |
| All Other Products | 2,258 | 2,352 | 4% | 20,381 | 19,637 | - 4% |
| Total Petroleum Products | 6,871 | 6,864 | -- | 52,106 | 51,291 | - 2% |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | <u>I Quarter</u> | | | <u>Year to Date</u> | | |
|---|------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.3 | 77.9 | - 9% | 85.3 | 77.9 | - 9% |
| Rail | 20.1 | 20.0 | - 1% | 20.1 | 20.0 | - 1% |
| Air | 27.8 | 28.1 | 1% | 27.8 | 28.1 | 1% |
| Marine | 9.8 | 10.4 | 6% | 9.8 | 10.4 | 6% |
| Road, Urban Transit & Retail Pump Sales | 269.3 | 270.4 | 0.4% | 269.3 | 270.4 | 0.4% |
| Residential & Agriculture | 129.4 | 120.7 | - 7% | 129.4 | 120.7 | - 7% |
| Commercial, Other Institutional & Pipelines | 95.8 | 76.4 | -20% | 95.8 | 76.4 | -20% |
| Energy Use- | | | | | | |
| Final Demand** | 637.5 | 603.9 | - 5% | 637.5 | 603.9 | - 5% |
| Producer Consumption | 61.1 | 55.3 | -10% | 61.1 | 55.3 | -10% |
| Non-Energy Use | 52.1 | 53.4 | 2% | 52.1 | 53.4 | 2% |
| Net Supply | 765.0 | 725.1 | - 5% | 765.0 | 725.1 | - 5% |

*1984 Final Demand to Date = 0.000239 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 499.7 | 518.4 | 4% | 499.7 | 518.4 | 4% |
| Rail | 20.1 | 20.0 | - 1% | 20.0 | 20.1 | - 1% |
| Air | 27.8 | 28.1 | 1% | 27.8 | 28.1 | 1% |
| Marine | 9.8 | 10.4 | 6% | 9.8 | 10.4 | 6% |
| Road, Urban Transit & Retail Pump Sales | 272.6 | 275.1 | 1% | 272.6 | 275.1 | 1% |
| Residential & Agriculture | 485.0 | 492.3 | 2% | 485.0 | 492.3 | 2% |
| Commercial, Other Institutional and Pipelines | 364.1 | 369.7 | 2% | 364.1 | 369.7 | 2% |
| Energy Use | | | | | | |
| Final Demand** | 1,679.2 | 1,714.1 | 2% | 1,679.2 | 1,714.1 | 2% |
| Producer Consumption | 92.9 | 190.8 | 105% | 92.9 | 190.8 | 105% |
| Non-Energy Use | 114.3 | 122.3 | 7% | 114.3 | 122.3 | 7% |
| Net Supply | 1,866.6 | 2,007.0 | 8% | 1,866.6 | 2,007.0 | 8% |

**1984 Final Demand to Date = 0.000677 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> <u>Nov.</u> | <u>Oct.</u> | <u>1985</u> <u>Nov.</u> | % Change Nov. '85 from <u>Nov. '84</u> <u>Oct. '85</u> | |
|-----------------------|----------------------------|-------------|----------------------------|--|------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 124.0 | 128.4 | 128.9 | 4.0% | 0.4% |
| Public Transport | 132.5 | 151.1 | 151.2 | 14.1% | -- |
| Gasoline | 140.2 | 147.6 | 149.5 | 6.6% | 1.3% |

| | <u>1984</u> <u>I Qtr.</u> | <u>IV Qtr.</u> | <u>1985</u> <u>I. Qtr.</u> | % Change I Qtr. '85 from <u>I Qtr. '84</u> <u>IV Qtr. '84</u> | |
|---------------------|------------------------------|----------------|-------------------------------|---|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.2 | 127.4 | 129.1 | 3.9% | 1.3% |

| | <u>1984</u> <u>Oct.</u> | <u>Sept.</u> | <u>1985</u> <u>Oct.</u> | % Change Oct. '85 from <u>Oct. '84</u> <u>Sept. '85</u> | |
|---|----------------------------|--------------|----------------------------|---|------|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 312.3 | 319.4 | 320.2 | 2.5% | 0.3% |

2. Employment

| | <u>1984</u> <u>Nov.</u> | <u>Oct.</u> | <u>1985</u> <u>Nov.</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.3 | 10.3 | 10.2 |
| Unadjusted | 10.9 | 9.5 | 9.8 |
| No. Employed ('000)* | 11,048 | 11,475 | 11,427 |
| No. Unemployed ('000)* | 1,355 | 1,200 | 1,246 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> <u>Sept.</u> | <u>Aug.</u> | <u>1985</u> <u>Sept.</u> | % Change Sept. '85 from <u>Sept.</u> <u>Aug.</u> | |
|-------------------|-----------------------------|-------------|-----------------------------|--|------|
| (1971 = 100) | | | | | |
| Total | 150.9 | 157.6 | 158.2 | 4.8% | 0.4% |
| Goods Producing | 132.9 | 139.8 | 139.9 | 5.3% | -- |
| Service Producing | 163.2 | 169.7 | 170.7 | 4.6% | 0.6% |
| Transportation | 156.9 | 159.8 | 162.0 | 3.2% | 1.4% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|--------------|---------------|---------------|--------------|---------------|
| <u>Nov 25</u> | <u>Dec 5</u> | <u>Dec 12</u> | <u>Nov 27</u> | <u>Dec 4</u> | <u>Dec 11</u> |
| 75.79 | 75.60 | 75.72 | 72.61 | 72.13 | 71.66 |

5. Bank of Canada Rate

| <u>1984</u> | | | <u>1985</u> | | |
|---------------|--------------|---------------|---------------|--------------|---------------|
| <u>Nov 29</u> | <u>Dec 6</u> | <u>Dec 13</u> | <u>Nov 28</u> | <u>Dec 5</u> | <u>Dec 12</u> |
| 10.75 | 10.71 | 10.56 | 9.10 | 9.32 | 9.20 |

6. Gross National Product

| | <u>II Quarter</u> <u>1984</u> | <u>III Quarter</u> <u>1985</u> | <u>%</u> |
|---|----------------------------------|-----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 449.0 | 458.3 | 2.1% |
| G.N.P. (Billions of 1971 Constant Dollars) | 146.1 | 148.5 | 1.6% |
| G.N.E. Implicit Price Index (1971 = 100) | 307.4 | 308.7 | 0.4% |

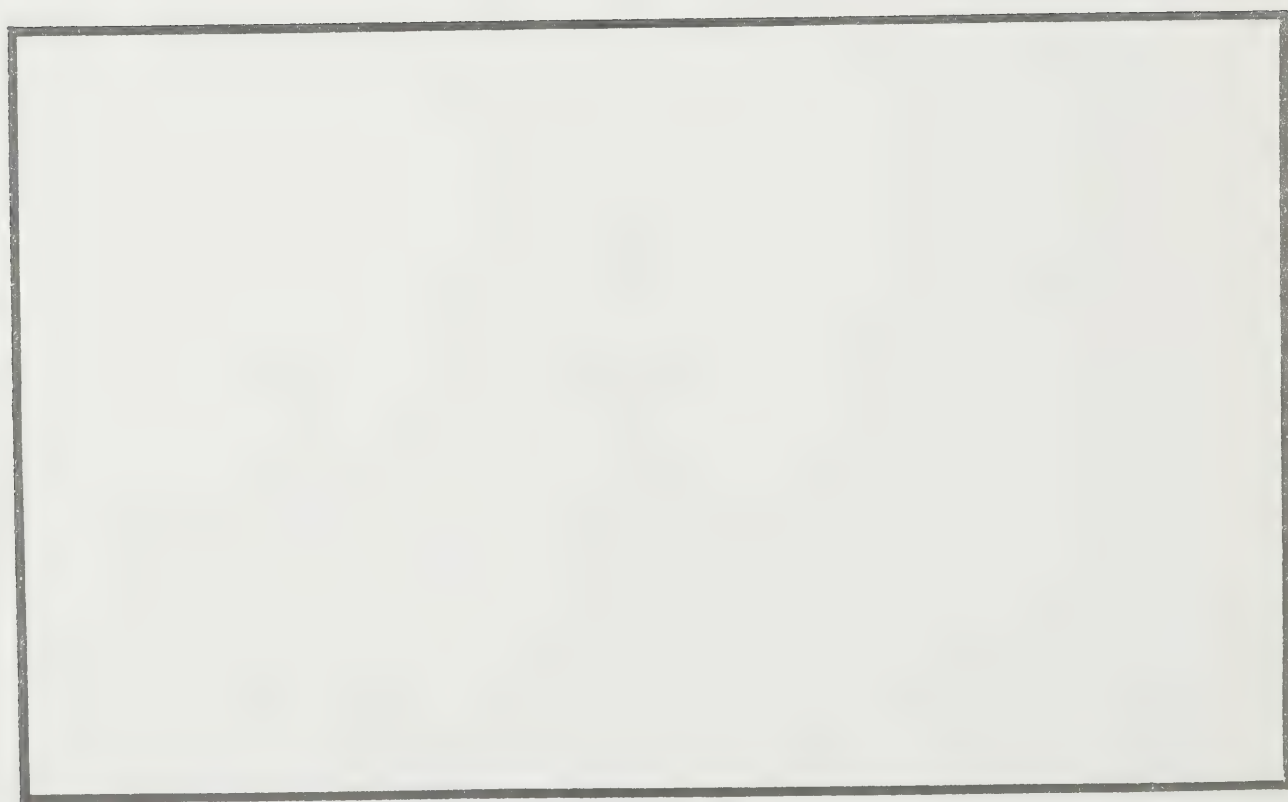
The Gross National Product in the third quarter of 1985 rose 2.1% to \$458.3 billion, seasonally adjusted at annual rates. Real GNP, after allowing for an increase of 0.4% in the implicit deflator, increased 1.6%.

The increase in real GNP follows growth of approximately 1% in each of the last three quarters. During this period, final domestic demand strengthened, rising 1.6% in the third quarter. Gains in domestic demand were accompanied by rising imports. Exports, however, showed little change resulting in a deficit in the real external trade balance.

Another significant contribution to the growth in the third quarter was non-farm business stock accumulation. Non-farm business inventories rose approximately \$2.3 billion in volume during this quarter. Although increases were spread over all industries, about one third of the increase originated in motor vehicles.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA 115
-T63



Transportation Intelligence Report

I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|---------------|--------------------------------|---------------|----------------|------------------------------------|---------------|
| Halifax | 1,197 | 1,302 | 9% | 13,004 | 12,751 | - 2% |
| Saint John | 889 | 1,114 | 25% | 7,827 | 7,706 | - 2% |
| Quebec | 1,710 | 1,883 | 10% | 16,550 | 13,765 | -17% |
| Montreal | 2,332 | 2,191 | - 6% | 21,831 | 19,116 | -12% |
| Vancouver | 5,279 | 5,300 | 0.4% | 54,614 | 51,635 | - 5% |
| Total | <u>11,407</u> | <u>11,790</u> | <u>3%</u> | <u>113,826</u> | <u>104,973</u> | <u>- 8%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,300 | 2,401 | 4% | 23,500 | 16,428 | -30% |
| Iron Ore | 649 | 738 | 14% | 11,421 | 8,678 | -24% |
| Other Bulk | 670 | 802 | 20% | 6,958 | 7,326 | 5% |
| | <u>3,619</u> | <u>3,941</u> | <u>9%</u> | <u>41,879</u> | <u>32,432</u> | <u>-23%</u> |
| General | 300 | 189 | -37% | 4,938 | 4,053 | -18% |
| Other | 37 | 50 | 35% | 685 | 834 | 22% |
| Grand Total | <u>3,956</u> | <u>4,180</u> | <u>6%</u> | <u>47,502</u> | <u>37,319</u> | <u>-21%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,585 | 2,342 | 48% | 24,441 | 17,107 | -30% |
| Iron Ore | 586 | 350 | -40% | 10,088 | 6,745 | -33% |
| Coal | 0 | 552 | -- | 6,728 | 5,824 | -13% |
| Other Bulk | 698 | 1,060 | 52% | 8,155 | 8,527 | 5% |
| | <u>2,869</u> | <u>4,304</u> | <u>50%</u> | <u>49,412</u> | <u>38,203</u> | <u>-23%</u> |
| General | 246 | 151 | -39% | 4,273 | 3,390 | -21% |
| Other | 15 | 21 | 40% | 231 | 226 | - 2% |
| Grand Total | <u>3,130</u> | <u>4,476</u> | <u>43%</u> | <u>53,916</u> | <u>41,819</u> | <u>-22%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|-------------------------|-------------|--------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Montreal - Lake Ontario | | | | | | |
| Inland | 173 | 177 | 2% | 2,243 | 1,809 | -19% |
| Ocean | 152 | 152 | -- | 1,514 | 1,281 | -15% |
| | <u>325</u> | <u>329</u> | <u>1%</u> | <u>3,757</u> | <u>3,090</u> | <u>-18%</u> |
| Welland Canal | | | | | | |
| Inland | 192 | 284 | 48% | 3,437 | 2,771 | -19% |
| Ocean | 92 | 121 | 32% | 1,312 | 1,059 | -19% |
| | <u>284</u> | <u>405</u> | <u>43%</u> | <u>4,749</u> | <u>3,830</u> | <u>-19%</u> |

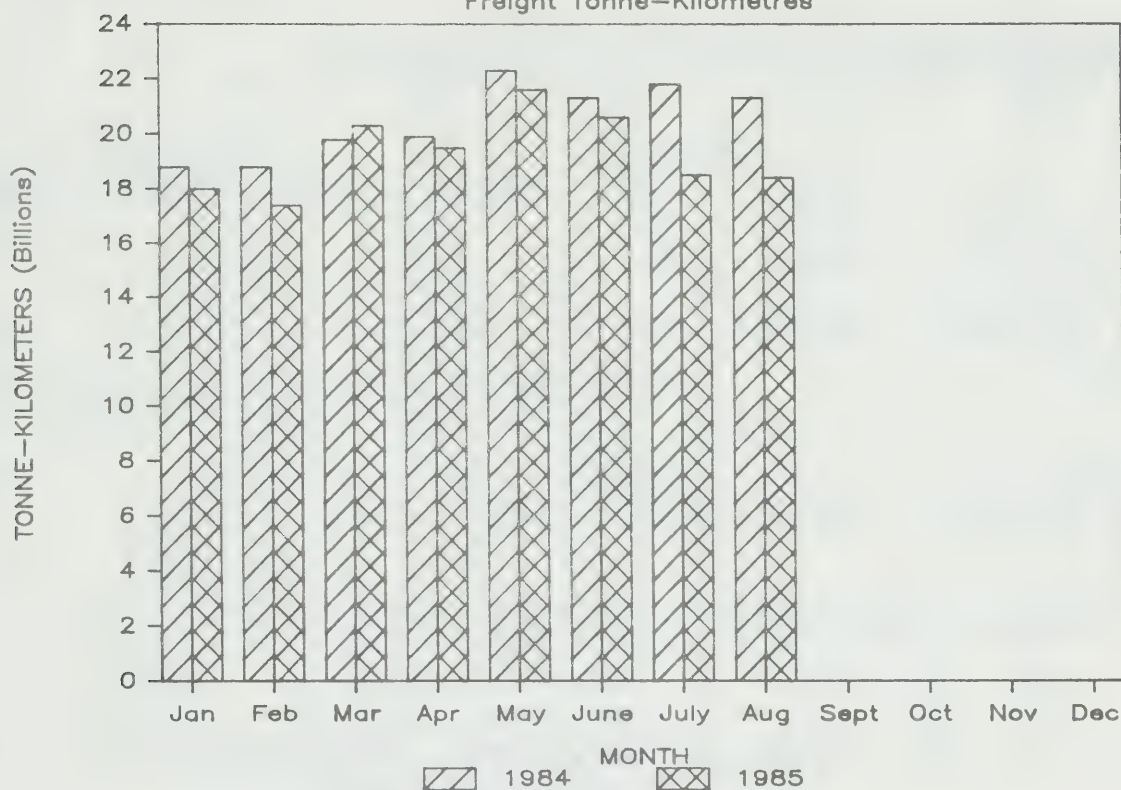
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>August</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | |
|-------------------------|-------------|------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Operating Revenues (\$) | 652.6 | 577.1 | -12% | 4,298.2 | 4,336.2 | 1% |
| Operating Expenses (\$) | 598.7 | 565.8 | -5% | 3,949.1 | 4,192.0 | 6% |
| Operating Income (\$) | 53.9 | 11.3 | -79% | 349.1 | 144.2 | -59% |
| Tonne-km, freight | 21,258.2 | 18,365.0 | -14% | 142,713.3 | 135,887.5 | - 5% |
| Passenger-km, Intercity | 261.9 | 284.9 | 9% | 1,182.5 | 1,253.1 | 6% |
| Total | 262.4 | 285.4 | 9% | 1,186.3 | 1,256.9 | 6% |
| Passengers, Intercity | 0.689 | 0.733 | 6% | 3.534 | 3.758 | 6% |
| Total | 0.708 | 0.752 | 6% | 3.689 | 3.908 | 6% |
| Freight Train-km | 8.6 | 7.7 | -10% | 59.4 | 57.1 | - 4% |
| Freight Car-km | 662.4 | 586.6 | -11% | 4,520.3 | 4,293.2 | - 5% |
| Passenger Car-km | 13.0 | 14.2 | 9% | 71.9 | 73.6 | 2% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

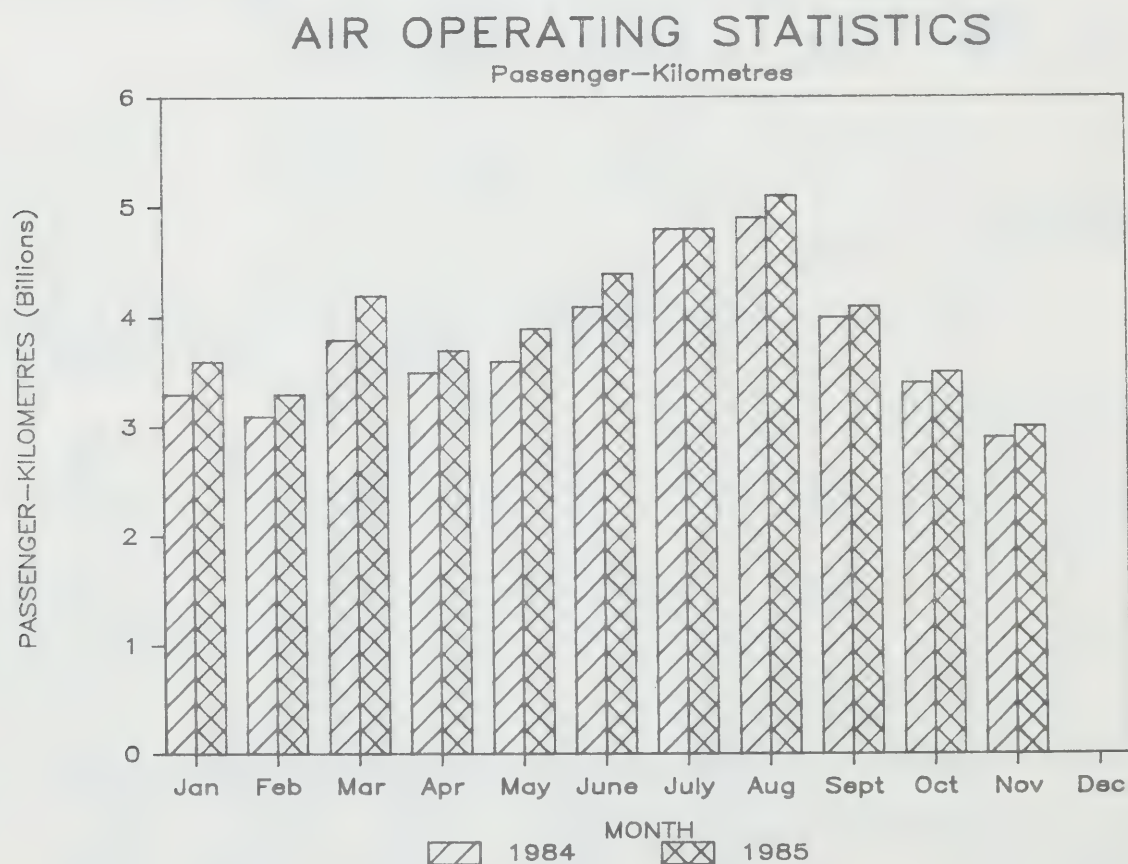
| | 1984 | October 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------------------------|---------------|-----------------|-----------|----------------|----------------------|-------------|
| Carload Traffic (excl. Piggyback) | 21,599 | 21,696 | 0.4% | 191,886 | 189,749 | - 1% |
| Non-Carload Traffic | 4 | 3 | -14% | 37 | 36 | - 3% |
| Piggyback Traffic | 1,020 | 1,088 | 7% | 9,327 | 9,672 | 4% |
| Receipts from U.S. Connections | 1,173 | 1,149 | - 2% | 11,752 | 11,080 | - 6% |
| Total Traffic Carried | 23,796 | 23,937 | 1% | 213,002 | 210,538 | - 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,872 | 3,977 | 3% | 32,386 | 36,749 | 13% |
| Grain (excl. wheat) | 1,000 | 725 | -27% | 7,853 | 5,447 | -30% |
| Wheat | 1,998 | 2,482 | 24% | 21,312 | 15,444 | -27% |
| Iron Ore & Concentrates | 3,909 | 3,757 | 4% | 30,443 | 32,595 | 7% |
| Pulpwood Chips | 850 | 834 | - 2% | 7,026 | 7,560 | 8% |
| Sulphur | 740 | 599 | -20% | 6,383 | 6,704 | 5% |

3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | 1984 | November 1985 | Change | 1984 | Year to Date 1985 | Change |
|-------------------------|---------|------------------|--------|----------|----------------------|--------|
| Operating Revenues (\$) | 310.5 | 322.6 | 4% | 3,910.9 | 4,258.1 | 9% |
| Operating Expenses (\$) | 316.6 | 368.1 | 16% | 3,747.9 | 4,165.1 | 11% |
| Operating Income (\$) | -6.1 | -45.5 | -- | 163.0 | 93.0 | -43% |
| Enplaned Passengers | 1.70 | 1.68 | - 1% | 20.8 | 21.4 | 3% |
| Passenger-km | 2,892.3 | 3,016.8 | 4% | 41,444.5 | 43,547.5 | 5% |
| Goods Tonne-km | 101.7 | 105.6 | 4% | 1,010.4 | 1,066.6 | 6% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.



International Passengers In and Out of Canada
(Charter Operations)

| | <u>III Quarter</u> | | | <u>Year to Date</u> | | |
|--------|--------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | 729,867 | 772,109 | 6% | 2,463,947 | 2,651,853 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>IV Quarter</u> | | | <u>Year to Date</u> | | |
|--------------------|-------------------------|-------------------|-------------|---------------|---------------------|-------------|---------------|
| | | <u>1983</u> | <u>1984</u> | <u>Change</u> | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 256.8 | 293.7 | 14% | 971.8 | 1084.9 | 12% |
| 2. | Ottawa - Toronto | 148.7 | 159.4 | 7% | 557.2 | 623.7 | 12% |
| 3. | Toronto - Vancouver | 116.9 | 101.8 | 13% | 469.3 | 495.3 | 6% |
| 4. | Calgary - Vancouver | 111.8 | 116.4 | 4% | 439.5 | 436.8 | - 1% |
| 5. | Calgary - Toronto | 98.1 | 91.6 | - 7% | 387.8 | 395.7 | 2% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 159.9 | 156.6 | - 2% | 559.7 | 624.3 | 12% |
| 2. | Montreal - New York | 71.2 | 88.0 | 24% | 284.4 | 330.2 | 16% |
| 3. | Toronto - Chicago | 52.3 | 56.6 | 8% | 196.6 | 222.3 | 13% |
| 4. | Vancouver - Los Angeles | 35.1 | 36.2 | 3% | 174.6 | 176.3 | 1% |
| 5. | Toronto - Boston | 41.4 | 43.9 | 6% | 160.4 | 172.8 | 8% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|---------------------------------|-------------|-------------|---------------|
| | | <u>1983</u> | <u>1984</u> | <u>Change</u> |
| 1. | Lester B. Pearson International | 2,957 | 3,168 | 7% |
| 2. | Vancouver International | 1,374 | 1,398 | 2% |
| 3. | Montreal International | 1,272 | 1,348 | 6% |
| 4. | Calgary International | 862 | 872 | 1% |
| 5. | Winnipeg International | 498 | 498 | -- |
| 6. | Ottawa International | 475 | 490 | 3% |
| 7. | Edmonton International | 436 | 431 | 1% |
| 8. | Halifax International | 358 | 391 | 9% |
| 9. | Mirabel International | 220 | 235 | 7% |
| 10. | Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>October</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|----------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 16,528 | 16,298 | - 1% | 177,705 | 177,432 | -- |
| Other Services | 6,644 | 6,767 | 2% | 58,707 | 56,654 | - 3% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 1,832 | 1,772 | - 3% | 20,302 | 18,402 | - 9% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 14,320 | 14,071 | - 2% | 151,922 | 145,426 | - 4% |
| Other Services | 4,770 | 3,771 | - 21% | 41,245 | 39,282 | - 5% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>October</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|-------------------------------|---------------|---------------------|----------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 94.1 | 102.4 | 9% | 912.8 | 926.1 | 1% |
| Trolley, Coach, Street- car, Subway, etc. | 23.3 | 24.0 | 3% | 242.1 | 242.7 | -- |
| Other Services** | * | * | | * | * | |
| Total | <u>117.4</u> | <u>126.4</u> | <u>8%</u> | <u>1,154.9</u> | <u>1,168.8</u> | <u>1%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 43.9 | 45.5 | 4% | 429.1 | 458.6 | 7% |
| Trolley, Coach, Street- car, Subway, etc. | 12.6 | 14.1 | 11% | 140.2 | 147.4 | 5% |
| Other Services** | 0.6 | 0.8 | 22% | 5.6 | 6.7 | 19% |
| Total | <u>57.1</u> | <u>60.4</u> | <u>6%</u> | <u>575.0</u> | <u>612.8</u> | <u>7%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1984</u> | <u>October</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---------------------|--------------|-------------------------------|---------------|----------------|------------------------------------|---------------|
| Passenger Cars | 92.0 | 106.4 | 16% | 836.9 | 971.5 | 16% |
| Commercial Vehicles | 32.3 | 35.5 | 10% | 263.6 | 328.6 | 25% |
| Total | <u>124.3</u> | <u>142.0</u> | <u>14%</u> | <u>1,100.4</u> | <u>1,300.1</u> | <u>18%</u> |

II. TRAVEL AND TOURISMNumber of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,910 | 1,921 | 1% | 31,164 | 32,349 | 4% |
| All Other Countries | 82 | 79 | - 4% | 1,791 | 1,715 | - 4% |
| Total | <u>1,992</u> | <u>2,000</u> | <u>0.4%</u> | <u>32,955</u> | <u>34,064</u> | <u>3%</u> |
| Residents of Canada: | | | | | | |
| United States | 2,544 | 2,560 | 1% | 34,261 | 35,000 | 2% |
| All Other Countries | 109 | 125 | 14% | 1,890 | 2,176 | 15% |
| Total | <u>2,653</u> | <u>2,684</u> | <u>1%</u> | <u>36,150</u> | <u>37,176</u> | <u>3%</u> |
| Grand Total | <u>4,646</u> | <u>4,685</u> | <u>1%</u> | <u>69,106</u> | <u>71,240</u> | <u>3%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGYDomestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1984</u> | <u>September</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------------|--------------|---------------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,641 | 2,757 | 4% | 24,610 | 24,517 | -0.4% |
| Diesel Fuel Oil | 1,224 | 1,393 | 14% | 10,981 | 11,142 | 1% |
| All Other Products | 2,151 | 2,281 | 6% | 32,532 | 21,918 | - 3% |
| Total Petroleum Products | <u>6,016</u> | <u>6,431</u> | <u>7%</u> | <u>58,122</u> | <u>57,576</u> | <u>- 1%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|---|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 85.3 | 77.9 | - 9% | 85.3 | 77.9 | - 9% |
| Rail | 20.1 | 20.0 | - 1% | 20.1 | 20.0 | - 1% |
| Air | 27.8 | 28.1 | 1% | 27.8 | 28.1 | 1% |
| Marine | 9.8 | 10.4 | 6% | 9.8 | 10.4 | 6% |
| Road, Urban Transit & Retail Pump Sales | 269.3 | 270.4 | 0.4% | 269.3 | 270.4 | 0.4% |
| Residential & Agriculture | 129.4 | 120.7 | - 7% | 129.4 | 120.7 | - 7% |
| Commercial, Other Institutional & Pipelines | 95.8 | 76.4 | -20% | 95.8 | 76.4 | -20% |
| Energy Use- | | | | | | |
| Final Demand** | 637.5 | 603.9 | - 5% | 637.5 | 603.9 | - 5% |
| Producer Consumption | 61.1 | 55.3 | -10% | 61.1 | 55.3 | -10% |
| Non-Energy Use | 52.1 | 53.4 | 2% | 52.1 | 53.4 | 2% |
| Net Supply | 765.0 | 725.1 | - 5% | 765.0 | 725.1 | - 5% |

*1984 Final Demand to Date = 0.000239 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 499.7 | 518.4 | 4% | 499.7 | 518.4 | 4% |
| Rail | 20.1 | 20.0 | - 1% | 20.0 | 20.1 | - 1% |
| Air | 27.8 | 28.1 | 1% | 27.8 | 28.1 | 1% |
| Marine | 9.8 | 10.4 | 6% | 9.8 | 10.4 | 6% |
| Road, Urban Transit & Retail Pump Sales | 272.6 | 275.1 | 1% | 272.6 | 275.1 | 1% |
| Residential & Agriculture | 485.0 | 492.3 | 2% | 485.0 | 492.3 | 2% |
| Commercial, Other Institutional and Pipelines | 364.1 | 369.7 | 2% | 364.1 | 369.7 | 2% |
| Energy Use | | | | | | |
| Final Demand** | 1,679.2 | 1,714.1 | 2% | 1,679.2 | 1,714.1 | 2% |
| Producer Consumption | 92.9 | 190.8 | 105% | 92.9 | 190.8 | 105% |
| Non-Energy Use | 114.3 | 122.3 | 7% | 114.3 | 122.3 | 7% |
| Net Supply | 1,866.6 | 2,007.0 | 8% | 1,866.6 | 2,007.0 | 8% |

**1984 Final Demand to Date = 0.000677 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1984</u> | | <u>1985</u> | % Change Dec. '85 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Dec.</u> | <u>Nov.</u> | <u>Dec.</u> | <u>Dec. '84</u> | <u>Nov. '85</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 124.1 | 128.9 | 129.5 | 4.4% | 0.5% |
| Public Transport | 135.3 | 151.2 | 154.3 | 14.1% | 2.0% |
| Gasoline | 142.7 | 149.5 | 150.9 | 5.7% | 0.9% |

| | <u>1984</u> | | <u>1985</u> | % Change II Qtr. '85 from | |
|---------------------|----------------|---------------|----------------|------------------------------|--------------------|
| | <u>II Qtr.</u> | <u>I Qtr.</u> | <u>II Qtr.</u> | <u>II Qtr. '84</u> | <u>I. Qtr. '85</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 124.9 | 129.1 | 131.7 | 5.4% | 2.0% |

| | <u>1984</u> | | <u>1985</u> | % Change Nov. '85 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Nov.</u> | <u>Oct.</u> | <u>Nov.</u> | <u>Nov. '84</u> | <u>Oct. '85</u> |
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 313.6 | 320.2 | 321.1 | 2.4% | -- |

2. Employment

| | <u>1984</u> | | <u>1985</u> | |
|------------------------|-------------|--|-------------|-------------|
| | <u>Dec.</u> | | <u>Nov.</u> | <u>Dec.</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 10.9 | | 10.2 | 10.0 |
| Unadjusted | 10.7 | | 9.8 | 9.8 |
| No. Employed ('000)* | 10,967 | | 11,427 | 11,339 |
| No. Unemployed ('000)* | 1,316 | | 1,246 | 1,238 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> | | <u>1985</u> | % Change Oct. '85 from | |
|-------------------|-------------|--------------|-------------|---------------------------|------------------|
| | <u>Oct.</u> | <u>Sept.</u> | <u>Oct.</u> | <u>Oct. '84</u> | <u>Sept. '85</u> |
| (1971 = 100) | | | | | |
| Total | 151.0 | 158.3 | 159.2 | 5.4% | 0.6% |
| Goods Producing | 132.3 | 140.2 | 141.4 | 6.8% | 0.9% |
| Service Producing | 163.7 | 170.7 | 171.4 | 4.7% | 0.4% |
| Transportation | 158.9 | 161.5 | 164.4 | 3.5% | 1.8% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Jan. 9</u> | <u>Jan. 16</u> | <u>Jan. 23</u> | <u>Jan. 8</u> | <u>Jan. 15</u> | <u>Jan. 22</u> |
| 75.71 | 75.58 | 75.46 | 71.32 | 71.40 | 71.25 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|----------------|----------------|----------------|---------------|----------------|----------------|
| <u>Jan. 10</u> | <u>Jan. 17</u> | <u>Jan. 24</u> | <u>Jan. 9</u> | <u>Jan. 16</u> | <u>Jan. 23</u> |
| 9.74 | 9.72 | 9.66 | 10.21 | 10.38 | 10.33 |

6. Gross National Product

| | <u>II Quarter</u> <u>1984</u> | <u>III Quarter</u> <u>1985</u> | <u>%</u> |
|---|----------------------------------|-----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 449.0 | 458.3 | 2.1% |
| G.N.P. (Billions of 1971 Constant Dollars) | 146.1 | 148.5 | 1.6% |
| G.N.E. Implicit Price Index (1971 = 100) | 307.4 | 308.7 | 0.4% |

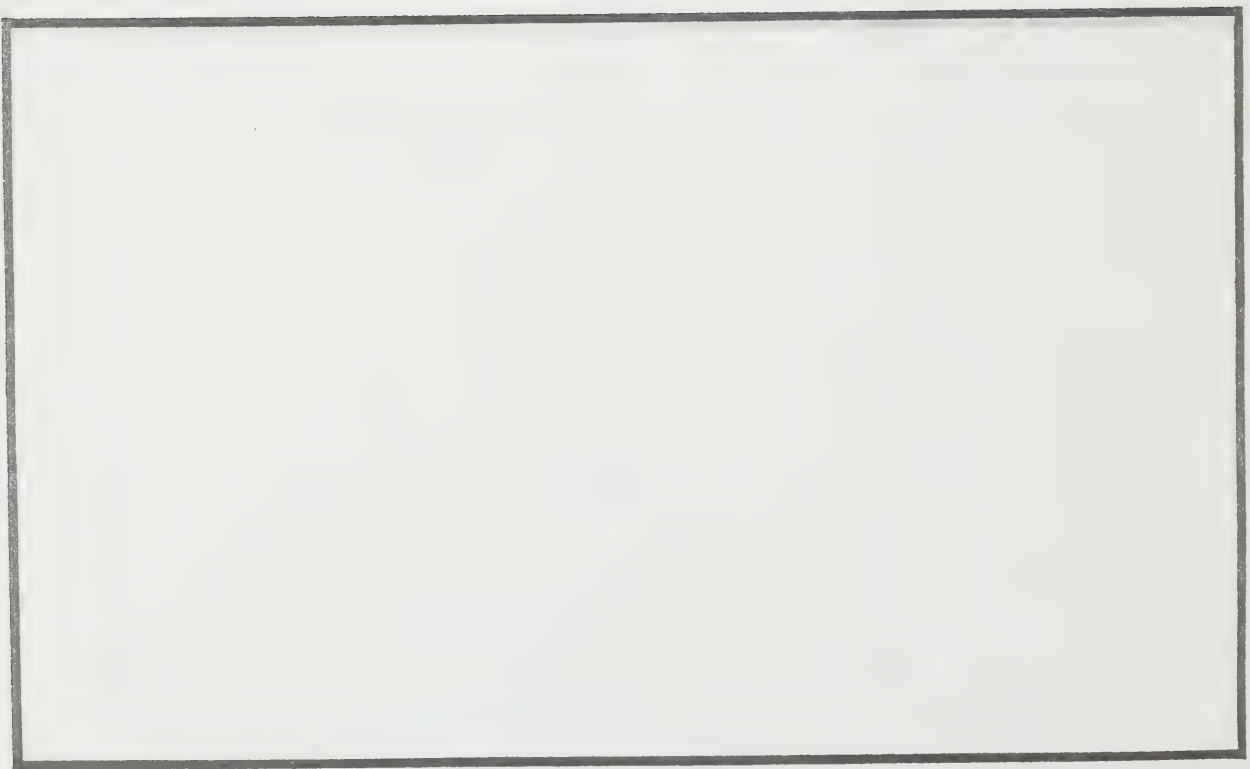
The Gross National Product in the third quarter of 1985 rose 2.1% to \$458.3 billion, seasonally adjusted at annual rates. Real GNP, after allowing for an increase of 0.4% in the implicit deflator, increased 1.6%.

The increase in real GNP follows growth of approximately 1% in each of the last three quarters. During this period, final domestic demand strengthened, rising 1.6% in the third quarter. Gains in domestic demand were accompanied by rising imports. Exports, however, showed little change resulting in a deficit in the real external trade balance.

Another significant contribution to the growth in the third quarter was non-farm business stock accumulation. Non-farm business inventories rose approximately \$2.3 billion in volume during this quarter. Although increases were spread over all industries, about one third of the increase originated in motor vehicles.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA 115
-T68

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|--------------|--------------------------------|---------------|----------------|------------------------------------|---------------|
| Halifax | 1,281 | 1,272 | - 1% | 14,285 | 14,023 | - 2% |
| Saint John | 782 | 1,205 | 54% | 8,609 | 8,662 | 1% |
| Quebec | 1,173 | 947 | -19% | 17,723 | 14,713 | -17% |
| Montreal | 1,975 | 1,978 | -- | 23,806 | 21,094 | -11% |
| Vancouver | 4,683 | 4,467 | - 5% | 59,297 | 56,103 | - 5% |
| Total | <u>9,894</u> | <u>9,869</u> | <u>-0.3%</u> | <u>123,720</u> | <u>114,595</u> | <u>- 7%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,300 | 2,401 | 4% | 23,500 | 16,428 | -30% |
| Iron Ore | 649 | 738 | 14% | 11,421 | 8,678 | -24% |
| Other Bulk | 670 | 802 | 20% | 6,958 | 7,326 | 5% |
| | <u>3,619</u> | <u>3,941</u> | <u>9%</u> | <u>41,879</u> | <u>32,432</u> | <u>-23%</u> |
| General | 300 | 189 | -37% | 4,938 | 4,053 | -18% |
| Other | 37 | 50 | 35% | 685 | 834 | 22% |
| Grand Total | <u>3,956</u> | <u>4,180</u> | <u>6%</u> | <u>47,502</u> | <u>37,319</u> | <u>-21%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,585 | 2,342 | 48% | 24,441 | 17,107 | -30% |
| Iron Ore | 586 | 350 | -40% | 10,088 | 6,745 | -33% |
| Coal | 0 | 552 | -- | 6,728 | 5,824 | -13% |
| Other Bulk | 698 | 1,060 | 52% | 8,155 | 8,527 | 5% |
| | <u>2,869</u> | <u>4,304</u> | <u>50%</u> | <u>49,412</u> | <u>38,203</u> | <u>-23%</u> |
| General | 246 | 151 | -39% | 4,273 | 3,390 | -21% |
| Other | 15 | 21 | 40% | 231 | 226 | - 2% |
| Grand Total | <u>3,130</u> | <u>4,476</u> | <u>43%</u> | <u>53,916</u> | <u>41,819</u> | <u>-22%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 173 | 177 | 2% | 2,243 | 1,809 | -19% |
| Ocean | 152 | 152 | -- | 1,514 | 1,281 | -15% |
| | <u>325</u> | <u>329</u> | <u>1%</u> | <u>3,757</u> | <u>3,090</u> | <u>-18%</u> |
| Welland Canal | | | | | | |
| Inland | 192 | 284 | 48% | 3,437 | 2,771 | -19% |
| Ocean | 92 | 121 | 32% | 1,312 | 1,059 | -19% |
| | <u>284</u> | <u>405</u> | <u>43%</u> | <u>4,749</u> | <u>3,830</u> | <u>-19%</u> |

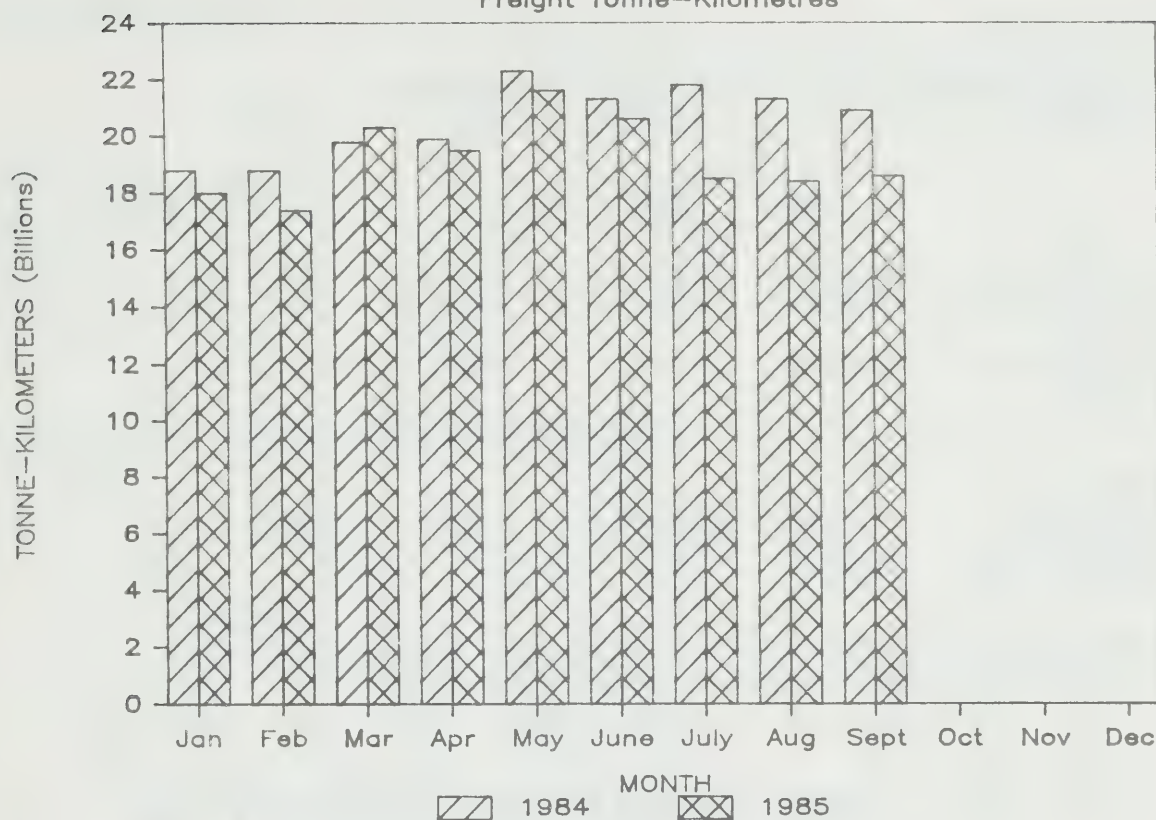
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>September</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 598.5 | 602.9 | 1% | 5,549.3 | 5,516.2 | - 1% |
| Operating Expenses (\$) | 558.2 | 584.3 | 5% | 5,105.9 | 5,342.1 | 5% |
| Operating Income (\$) | 40.4 | 18.6 | -54% | 443.4 | 174.1 | -61% |
| Tonne-km, freight | 20,935.3 | 18,588.0 | -11% | 184,906.8 | 172,840.4 | - 6% |
| Passenger-km, Intercity | 171.8 | 184.0 | 7% | 1,616.3 | 1,722.0 | 7% |
| Total | 172.4 | 184.4 | 7% | 1,621.1 | 1,726.7 | 7% |
| Passengers, Intercity | 0.484 | 0.495 | 2% | 4.707 | 4.986 | 6% |
| Total | 0.505 | 0.513 | 2% | 4.902 | 5.173 | 6% |
| Freight Train-km | 8.4 | 7.7 | - 9% | 76.3 | 72.5 | - 5% |
| Freight Car-km | 654.1 | 592.0 | - 9% | 5,836.8 | 5,471.8 | - 6% |
| Passenger Car-km | 11.0 | 11.8 | 7% | 95.9 | 99.6 | 4% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

| | 1984 | November 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------------|---------------|------------------|-------------|----------------|----------------------|-------------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 20,739 | 19,130 | - 8% | 212,625 | 208,879 | - 2% |
| Non-Carload Traffic | 3 | 3 | -18% | 40 | 38 | - 4% |
| Piggyback Traffic | 988 | 995 | 1% | 10,315 | 10,667 | 3% |
| Receipts from U.S. Connections | 1,104 | 1,114 | 1% | 12,856 | 12,194 | - 5% |
| Total Traffic Carried | 22,833 | 21,242 | - 7% | 235,835 | 231,779 | - 2% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,780 | 3,495 | - 8% | 36,166 | 40,244 | 11% |
| Grain (excl. wheat) | 750 | 766 | 2% | 8,602 | 6,213 | -28% |
| Wheat | 2,229 | 1,931 | -13% | 23,541 | 17,375 | -26% |
| Iron Ore & Concentrates | 3,455 | 3,444 | -0.3% | 33,898 | 36,040 | 6% |
| Pulpwood Chips | 789 | 657 | -17% | 7,815 | 8,217 | 5% |
| Sand, Gravel & Crushed Stone | 304 | 301 | - 1% | 3,352 | 2,921 | -15% |
| Potash | 867 | 668 | -23% | 10,009 | 8,989 | -10% |

3. Air

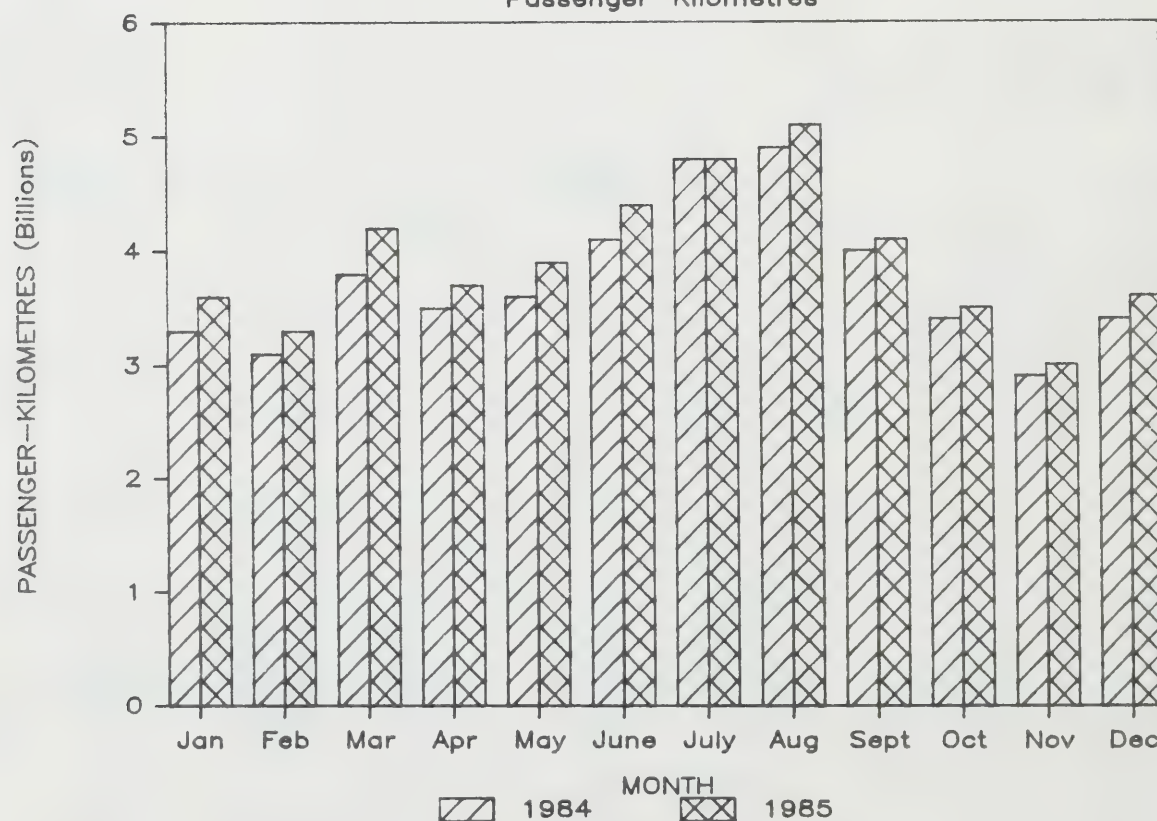
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 341.3 | 388.8 | 14% | 4,252.2 | 4,647.0 | 9% |
| Operating Expenses (\$) | 348.3 | 395.1 | 13% | 4,096.2 | 4,560.3 | 11% |
| Operating Income (\$) | -7.1 | -6.3 | 11% | 156.0 | 86.7 | -44% |
| Enplaned Passengers | 1,839 | 1,864 | 1% | 22,644 | 23,236 | 3% |
| Passenger-km | 3,382.8 | 3,570.7 | 5% | 44,827.3 | 47,118.2 | 5% |
| Goods Tonne-km | 110.4 | 102.0 | - 8% | 1,120.7 | 1,168.7 | 4% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada
(Charter Operations)

| | 1983 | III Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------|---------|---------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | 729,867 | 772,109 | 6% | 2,463,947 | 2,651,853 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1983 | IV Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------|-------------------------|-------|--------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 256.8 | 293.7 | 14% | 971.8 | 1084.9 | 12% |
| 2. | Ottawa - Toronto | 148.7 | 159.4 | 7% | 557.2 | 623.7 | 12% |
| 3. | Toronto - Vancouver | 116.9 | 101.8 | 13% | 469.3 | 495.3 | 6% |
| 4. | Calgary - Vancouver | 111.8 | 116.4 | 4% | 439.5 | 436.8 | - 1% |
| 5. | Calgary - Toronto | 98.1 | 91.6 | - 7% | 387.8 | 395.7 | 2% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 159.9 | 156.6 | - 2% | 559.7 | 624.3 | 12% |
| 2. | Montreal - New York | 71.2 | 88.0 | 24% | 284.4 | 330.2 | 16% |
| 3. | Toronto - Chicago | 52.3 | 56.6 | 8% | 196.6 | 222.3 | 13% |
| 4. | Vancouver - Los Angeles | 35.1 | 36.2 | 3% | 174.6 | 176.3 | 1% |
| 5. | Toronto - Boston | 41.4 | 43.9 | 6% | 160.4 | 172.8 | 8% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|---------------------------------|------------|-------|--------|
| | | 1983 | 1984 | Change |
| 1. | Lester B. Pearson International | 2,957 | 3,168 | 7% |
| 2. | Vancouver International | 1,374 | 1,398 | 2% |
| 3. | Montreal International | 1,272 | 1,348 | 6% |
| 4. | Calgary International | 862 | 872 | 1% |
| 5. | Winnipeg International | 498 | 498 | -- |
| 6. | Ottawa International | 475 | 490 | 3% |
| 7. | Edmonton International | 436 | 431 | 1% |
| 8. | Halifax International | 358 | 391 | 9% |
| 9. | Mirabel International | 220 | 235 | 7% |
| 10. | Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|----------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 15,505 | 15,594 | 1% | 193,210 | 193,026 | -- |
| Other Services | 4,674 | 4,552 | 3% | 63,381 | 61,206 | - 3% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 1,735 | 1,655 | - 5% | 22,037 | 20,057 | - 9% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 13,486 | 13,169 | - 2% | 165,468 | 158,595 | - 4% |
| Other Services | 3,363 | 2,585 | -23% | 44,608 | 41,868 | - 6% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|-------------|--------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 89.2 | 103.6 | 16% | 1,001.8 | 1,029.6 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 24.0 | 24.3 | 1% | 266.1 | 267.0 | 0.4% |
| Other Services** | * | * | | * | * | |
| Total | 113.2 | 127.8 | 13% | 1,267.8 | 1,296.7 | 2% |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.0 | 45.7 | 4% | 472.9 | 504.3 | 7% |
| Trolley, Coach, Street- car, Subway, etc. | 12.3 | 14.0 | 14% | 152.5 | 161.5 | 6% |
| Other Services** | 0.5 | 0.7 | 45% | 6.1 | 7.4 | 21% |
| Total | 56.8 | 60.5 | 6% | 631.5 | 673.3 | 7% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During IV Quarter, 1984*

| | <u>1983 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.9 | 25.9 | 14.1 | 20.0 |

*Note: For this quarter, 1984 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1984 | November 1985 | Change | Year to Date | | Change |
|---------------------|------|------------------|--------|--------------|---------|--------|
| | | | | 1984 | 1985 | |
| Passenger Cars | 74.3 | 93.2 | 25% | 289.2 | 361.6 | 25% |
| Commercial Vehicles | 25.7 | 33.0 | 28% | 911.1 | 1,064.7 | 17% |
| Total | 99.9 | 126.1 | 26% | 1,200.4 | 1,426.2 | 19% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1984 | December 1985 | Change | Year to Date | | Change |
|--------------------------|-------|------------------|--------|--------------|--------|--------|
| | | | | 1984 | 1985 | |
| Non Resident Travellers: | | | | | | |
| United States | 1,814 | 1,768 | - 2% | 32,978 | 34,117 | 3% |
| All Other Countries | 96 | 94 | - 3% | 1,887 | 1,808 | - 4% |
| Total | 1,910 | 1,861 | - 3% | 34,865 | 35,925 | 3% |
| Residents of Canada: | | | | | | |
| United States | 2,522 | 2,428 | - 4% | 36,783 | 37,429 | 2% |
| All Other Countries | 122 | 125 | 3% | 2,012 | 2,301 | 14% |
| Total | 2,644 | 2,553 | - 3% | 38,795 | 39,729 | 2% |
| Grand Total | 4,554 | 4,415 | - 3% | 73,660 | 75,655 | 3% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1984 | October 1985 | Change | Year to Date | | Change |
|--------------------------|-------|-----------------|--------|--------------|--------|--------|
| | | | | 1984 | 1985 | |
| Motor Gasoline | 2,911 | 2,869 | - 1% | 27,520 | 27,386 | -0.5% |
| Diesel Fuel Oil | 1,405 | 1,476 | 5% | 12,386 | 12,618 | 2% |
| All Other Products | 2,635 | 2,623 | -0.5% | 25,166 | 24,540 | - 2% |
| Total Petroleum Products | 6,950 | 6,968 | -- | 65,072 | 64,544 | - 1% |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | <u>II Quarter</u> | | | <u>Year to Date</u> | | |
|---|-------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 73.5 | 66.1 | -10% | 159.4 | 144.0 | -10% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 302.5 | 307.0 | 2% | 572.4 | 576.4 | 1% |
| Residential & Agriculture | 67.1 | 61.2 | - 9% | 195.2 | 181.9 | - 7% |
| Commercial, Other Institutional & Pipelines | 70.1 | 62.2 | -11% | 165.5 | 138.6 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 589.8 | 568.2 | - 4% | 1,226.9 | 1,172.1 | - 5% |
| Producer Consumption | 55.2 | 51.9 | - 6% | 116.4 | 107.2 | - 8% |
| Non-Energy Use | 76.3 | 87.0 | 14% | 128.4 | 140.3 | 9% |
| Net Supply | 734.3 | 718.8 | - 2% | 1,498.1 | 1,443.9 | - 4% |

*1984 Final Demand to Date = 0.000046 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 442.8 | 445.2 | 1% | 943.4 | 960.5 | 2% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 305.6 | 310.6 | 2% | 578.7 | 585.7 | 1% |
| Residential & Agriculture | 254.8 | 247.7 | - 3% | 738.6 | 740.0 | -- |
| Commercial, Other Institutional and Pipelines | 238.0 | 232.3 | - 2% | 600.9 | 602.6 | -- |
| Energy Use | | | | | | |
| Final Demand** | 1,317.3 | 1,307.4 | - 1% | 2,996.0 | 3,019.1 | 1% |
| Producer Consumption | 72.1 | 1,639.3 | 127% | 165.1 | 357.0 | 116% |
| Non-Energy Use | 137.0 | 156.9 | 14% | 251.3 | 278.7 | 11% |
| Net Supply | 1,504.9 | 1,601.6 | 6% | 3,370.3 | 3,607.9 | 7% |

**1984 Final Demand to Date = 0.000120 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> | | <u>1986</u> | % Change Jan. '86 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| (1981 = 100) | <u>Jan.</u> | <u>Dec.</u> | <u>Jan.</u> | <u>Jan. '85</u> | <u>Dec. '85</u> |
| Consumer Price Index: | | | | | |
| All items | 124.6 | 129.5 | 130.1 | 4.4% | 0.5% |
| Public Transport | 134.9 | 154.3 | 154.3 | 14.4% | -- |
| Gasoline | 145.1 | 150.9 | 151.8 | 4.6% | 0.6% |

| | <u>1984</u> | <u>1985</u> | | % Change II Qtr. '85 from | |
|---------------------|----------------|---------------|----------------|------------------------------|--------------------|
| (1981 = 100) | <u>II Qtr.</u> | <u>I Qtr.</u> | <u>II Qtr.</u> | <u>II Qtr. '84</u> | <u>I. Qtr. '85</u> |
| Travel Price Index: | 124.9 | 129.1 | 131.7 | 5.4% | 2.0% |

| | <u>1984</u> | <u>1985</u> | | % Change Dec. '85 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| (1971 = 100) | <u>Dec.</u> | <u>Nov.</u> | <u>Dec.</u> | <u>Dec. '84</u> | <u>Nov. '85</u> |
| Industry Selling Price Index (Manufacturing) | 314.2 | 321.1 | 323.1 | 2.8% | 0.4% |

2. Employment

| | <u>Jan.</u> | <u>1985</u> | <u>Dec.</u> | <u>1986</u> |
|------------------------|-------------|-------------|-------------|-------------|
| | | | | <u>Jan.</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 11.2 | | 10.0 | 9.8 |
| Unadjusted | 12.2 | | 9.8 | 10.7 |
| No. Employed ('000)* | 10,682 | | 11,339 | 11,196 |
| No. Unemployed ('000)* | 1,483 | | 1,238 | 1,347 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> | <u>1985</u> | | % Change Nov. '85 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| (1971 = 100) | <u>Nov.</u> | <u>Oct.</u> | <u>Nov.</u> | <u>Nov. '84</u> | <u>Oct. '85</u> |
| Total | 152.7 | 159.1 | 160.1 | 4.8% | 0.6% |
| Goods Producing | 134.2 | 141.0 | 142.7 | 6.3% | 1.2% |
| Service Producing | 165.4 | 171.5 | 172.1 | 4.1% | 0.4% |
| Transportation | 160.0 | 164.1 | 163.0 | 1.9% | -0.7% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Feb. 6</u> | <u>Feb. 13</u> | <u>Feb. 20</u> | <u>Feb. 5</u> | <u>Feb. 12</u> | <u>Feb. 19</u> |
| 75.10 | 74.72 | 74.41 | 70.00 | 71.36 | 71.61 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Feb. 7</u> | <u>Feb. 14</u> | <u>Feb. 21</u> | <u>Feb. 6</u> | <u>Feb. 13</u> | <u>Feb. 20</u> |
| 10.31 | 10.48 | 10.95 | 11.47 | 12.10 | 11.84 |

6. Gross National Product

| | <u>II Quarter</u> <u>1984</u> | <u>III Quarter</u> <u>1985</u> | <u>%</u> |
|---|----------------------------------|-----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 449.0 | 458.3 | 2.1% |
| G.N.P. (Billions of 1971 Constant Dollars) | 146.1 | 148.5 | 1.6% |
| G.N.E. Implicit Price Index (1971 = 100) | 307.4 | 308.7 | 0.4% |

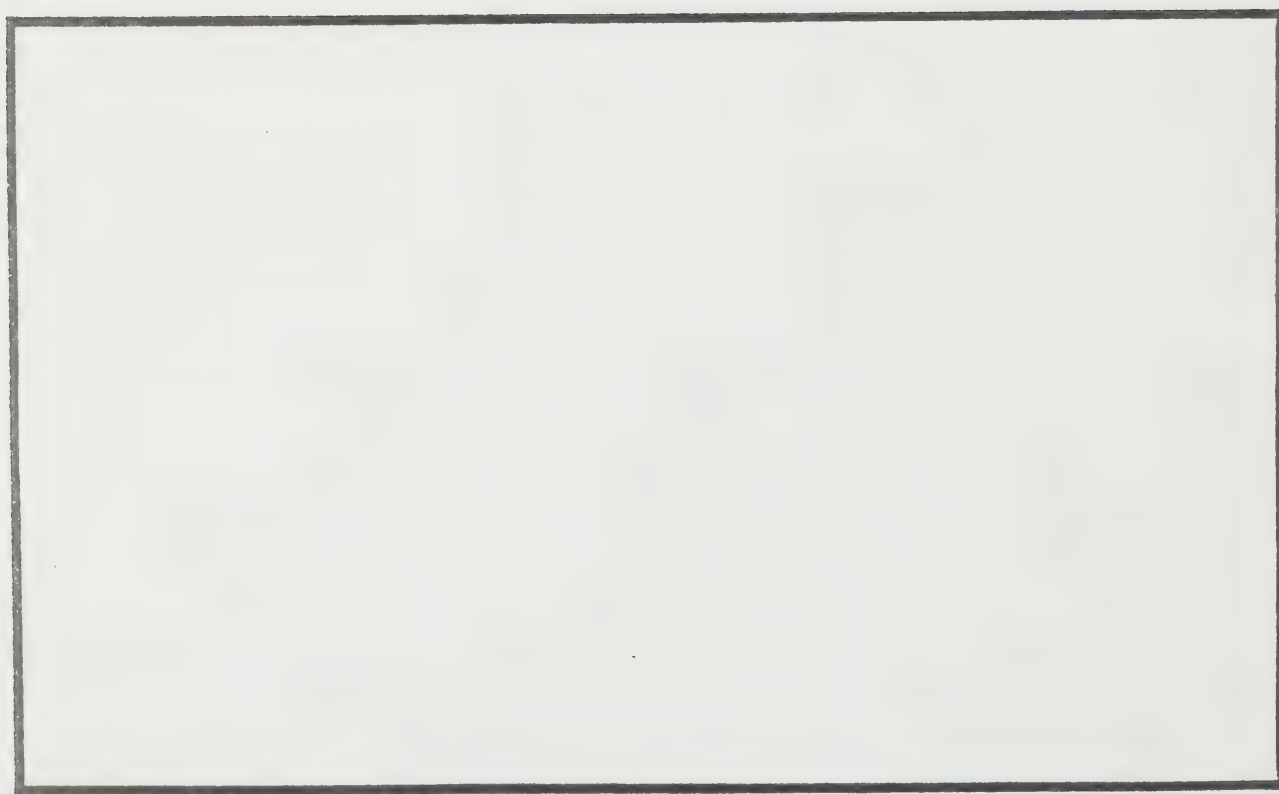
The Gross National Product in the third quarter of 1985 rose 2.1% to \$458.3 billion, seasonally adjusted at annual rates. Real GNP, after allowing for an increase of 0.4% in the implicit deflator, increased 1.6%.

The increase in real GNP follows growth of approximately 1% in each of the last three quarters. During this period, final domestic demand strengthened, rising 1.6% in the third quarter. Gains in domestic demand were accompanied by rising imports. Exports, however, showed little change resulting in a deficit in the real external trade balance.

Another significant contribution to the growth in the third quarter was non-farm business stock accumulation. Non-farm business inventories rose approximately \$2.3 billion in volume during this quarter. Although increases were spread over all industries, about one third of the increase originated in motor vehicles.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CA1
TA115
T63

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|--------------|--------------------------------|---------------|----------------|------------------------------------|---------------|
| Halifax | 1,281 | 1,272 | - 1% | 14,285 | 14,023 | - 2% |
| Saint John | 782 | 1,205 | 54% | 8,609 | 8,662 | 1% |
| Quebec | 1,173 | 947 | -19% | 17,723 | 14,713 | -17% |
| Montreal | 1,975 | 1,978 | -- | 23,806 | 21,094 | -11% |
| Vancouver | 4,683 | 4,467 | - 5% | 59,297 | 56,103 | - 5% |
| Total | <u>9,894</u> | <u>9,869</u> | <u>-0.3%</u> | <u>123,720</u> | <u>114,595</u> | <u>- 7%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,300 | 2,401 | 4% | 23,500 | 16,428 | -30% |
| Iron Ore | 649 | 738 | 14% | 11,421 | 8,678 | -24% |
| Other Bulk | 670 | 802 | 20% | 6,958 | 7,326 | 5% |
| | <u>3,619</u> | <u>3,941</u> | <u>9%</u> | <u>41,879</u> | <u>32,432</u> | <u>-23%</u> |
| General | 300 | 189 | -37% | 4,938 | 4,053 | -18% |
| Other | 37 | 50 | 35% | 685 | 834 | 22% |
| Grand Total | <u>3,956</u> | <u>4,180</u> | <u>6%</u> | <u>47,502</u> | <u>37,319</u> | <u>-21%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,585 | 2,342 | 48% | 24,441 | 17,107 | -30% |
| Iron Ore | 586 | 350 | -40% | 10,088 | 6,745 | -33% |
| Coal | 0 | 552 | -- | 6,728 | 5,824 | -13% |
| Other Bulk | 698 | 1,060 | 52% | 8,155 | 8,527 | 5% |
| | <u>2,869</u> | <u>4,304</u> | <u>50%</u> | <u>49,412</u> | <u>38,203</u> | <u>-23%</u> |
| General | 246 | 151 | -39% | 4,273 | 3,390 | -21% |
| Other | 15 | 21 | 40% | 231 | 226 | - 2% |
| Grand Total | <u>3,130</u> | <u>4,476</u> | <u>43%</u> | <u>53,916</u> | <u>41,819</u> | <u>-22%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 173 | 177 | 2% | 2,243 | 1,809 | -19% |
| Ocean | 152 | 152 | -- | 1,514 | 1,281 | -15% |
| | <u>325</u> | <u>329</u> | <u>1%</u> | <u>3,757</u> | <u>3,090</u> | <u>-18%</u> |
| Welland Canal | | | | | | |
| Inland | 192 | 284 | 48% | 3,437 | 2,771 | -19% |
| Ocean | 92 | 121 | 32% | 1,312 | 1,059 | -19% |
| | <u>284</u> | <u>405</u> | <u>43%</u> | <u>4,749</u> | <u>3,830</u> | <u>-19%</u> |

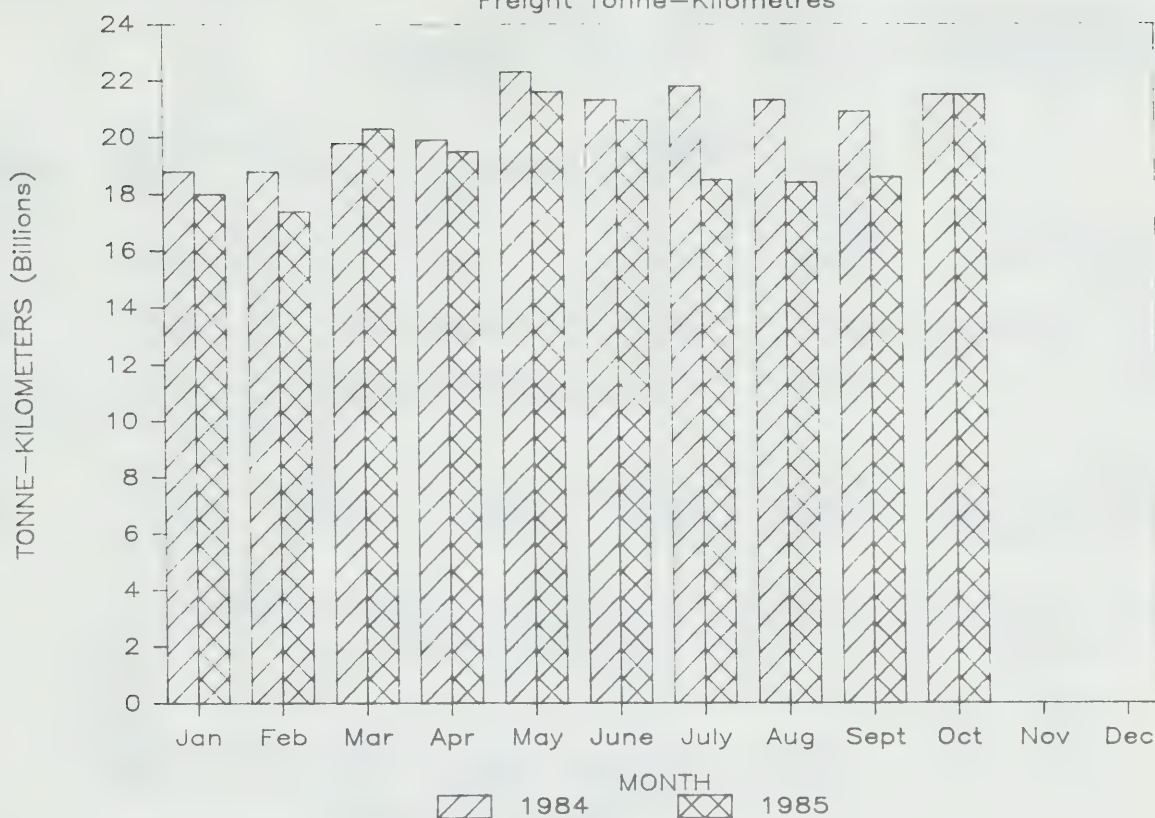
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>October</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 659.8 | 685.3 | 4% | 6,209.1 | 6,201.5 | -- |
| Operating Expenses (\$) | 602.2 | 652.1 | 8% | 5,708.1 | 5,994.2 | 5% |
| Operating Income (\$) | 57.7 | 33.2 | -42% | 501.1 | 207.3 | -59% |
| Tonne-km, freight | 21,479.4 | 21,451.7 | -- | 206,386.2 | 194,292.2 | - 6% |
| Passenger-km, Intercity | 160.1 | 182.4 | 14% | 1,776.4 | 1,904.4 | 7% |
| Total | 160.7 | 182.9 | 14% | 1,781.8 | 1,909.6 | 7% |
| Passengers, Intercity | 0.487 | 0.508 | 4% | 5.194 | 5.494 | 6% |
| Total | 0.511 | 0.528 | 3% | 5.413 | 5.701 | 5% |
| Freight Train-km | 8.7 | 8.5 | - 2% | 85.0 | 81.0 | - 5% |
| Freight Car-km | 673.0 | 667.7 | - 1% | 6,509.9 | 6,139.6 | - 6% |
| Passenger Car-km | 10.3 | 11.4 | 11% | 106.2 | 111.0 | 4% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1984 | December 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------------|--------|------------------|--------|---------|----------------------|--------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 16,119 | 17,827 | 10% | 228,744 | 226,706 | - 1% |
| Non-Carload Traffic | 2 | 2 | -23% | 43 | 40 | - 5% |
| Piggyback Traffic | 807 | 838 | 4% | 11,123 | 11,505 | 3% |
| Receipts from U.S. | | | | | | |
| Connections | 1,102 | 1,032 | - 6% | 13,957 | 13,226 | - 5% |
| Total Traffic | | | | | | |
| Carried | 18,030 | 19,698 | 9% | 253,866 | 251,477 | - 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 2,845 | 3,358 | 1% | 39,011 | 43,602 | 12% |
| Grain (excl. wheat) | 531 | 669 | 26% | 9,133 | 6,882 | -25% |
| Wheat | 956 | 1,519 | 59% | 24,497 | 18,894 | -23% |
| Iron Ore & Concentrates | 3,186 | 3,334 | 5% | 37,085 | 39,374 | 6% |
| Sand, Gravel & Crushed | | | | | | |
| Stone | 184 | 139 | -25% | 3,536 | 3,060 | -13% |
| Lumber | 415 | 602 | 45% | 8,270 | 8,610 | 4% |

3. Air

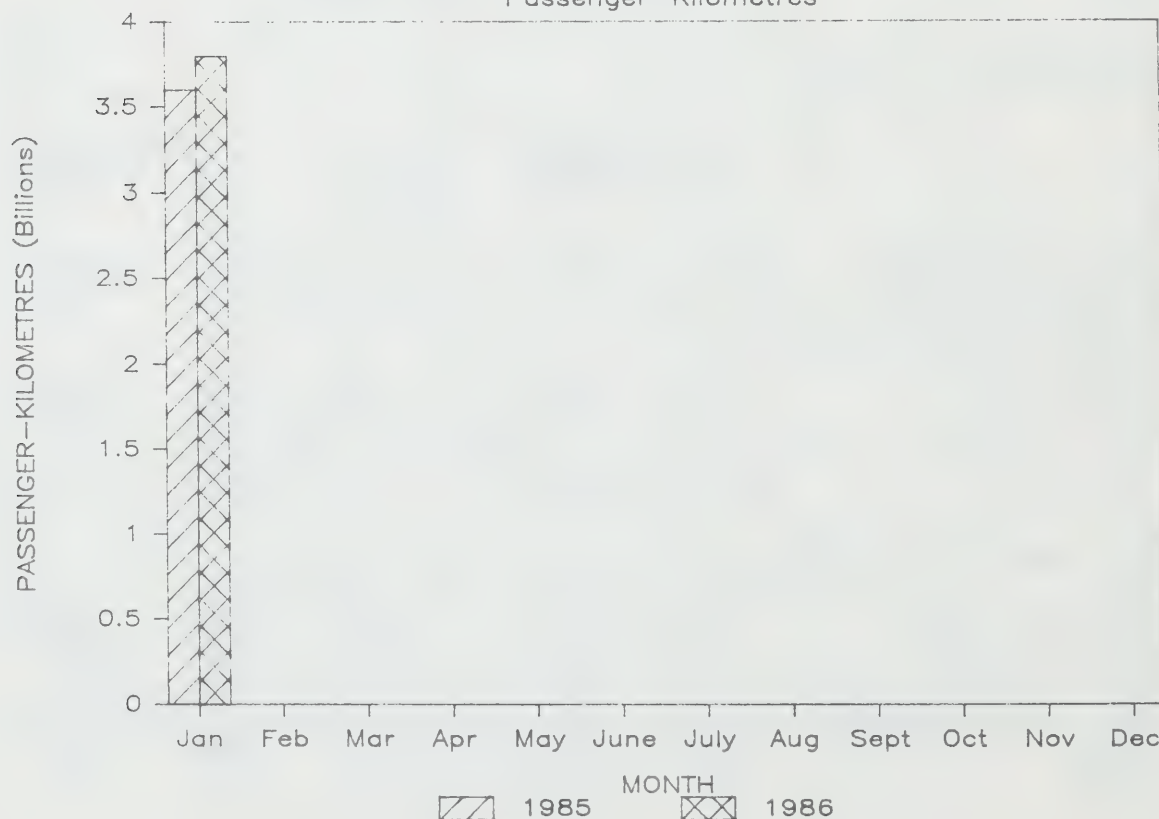
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1985</u> | <u>January</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|-------------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 333.5 | 357.8 | 7% | 333.5 | 357.8 | 7% |
| Operating Expenses (\$) | 362.3 | 408.9 | 13% | 362.3 | 408.9 | 13% |
| Operating Income (\$) | -28.7 | -51.1 | -78% | -28.7 | -51.1 | -78% |
| Enplaned Passengers | 1,809 | 1,833 | 1% | 1,809 | 1,833 | 1% |
| Passenger-km | 3,554.5 | 3,761.0 | 6% | 3,554.5 | 3,761.0 | 6% |
| Goods Tonne-km | 87.0 | 82.6 | - 5% | 87.0 | 82.6 | - 5% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada
(Charter Operations)

| | 1983 | III Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------|---------|---------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | -- | |
| Europe | 477,179 | 529,697 | 11% | 810,547 | 832,019 | 3% |
| South | 55,203 | 56,614 | 3% | 459,014 | 590,215 | 29% |
| U.S.A. | 197,485 | 185,798 | - 6% | 1,194,386 | 1,229,619 | 3% |
| Total | 729,867 | 772,109 | 6% | 2,463,947 | 2,651,853 | 8% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1983 | IV Quarter 1984 | Change | 1983 | Year to Date 1984 | Change |
|--------------------|-------------------------|-------|--------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 256.8 | 293.7 | 14% | 971.8 | 1084.9 | 12% |
| 2. | Ottawa - Toronto | 148.7 | 159.4 | 7% | 557.2 | 623.7 | 12% |
| 3. | Toronto - Vancouver | 116.9 | 101.8 | 13% | 469.3 | 495.3 | 6% |
| 4. | Calgary - Vancouver | 111.8 | 116.4 | 4% | 439.5 | 436.8 | - 1% |
| 5. | Calgary - Toronto | 98.1 | 91.6 | - 7% | 387.8 | 395.7 | 2% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 159.9 | 156.6 | - 2% | 559.7 | 624.3 | 12% |
| 2. | Montreal - New York | 71.2 | 88.0 | 24% | 284.4 | 330.2 | 16% |
| 3. | Toronto - Chicago | 52.3 | 56.6 | 8% | 196.6 | 222.3 | 13% |
| 4. | Vancouver - Los Angeles | 35.1 | 36.2 | 3% | 174.6 | 176.3 | 1% |
| 5. | Toronto - Boston | 41.4 | 43.9 | 6% | 160.4 | 172.8 | 8% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)

| | | IV Quarter | | |
|-----|---------------------------------|------------|-------|--------|
| | | 1983 | 1984 | Change |
| 1. | Lester B. Pearson International | 2,957 | 3,168 | 7% |
| 2. | Vancouver International | 1,374 | 1,398 | 2% |
| 3. | Montreal International | 1,272 | 1,348 | 6% |
| 4. | Calgary International | 862 | 872 | 1% |
| 5. | Winnipeg International | 498 | 498 | -- |
| 6. | Ottawa International | 475 | 490 | 3% |
| 7. | Edmonton International | 436 | 431 | 1% |
| 8. | Halifax International | 358 | 391 | 9% |
| 9. | Mirabel International | 220 | 235 | 7% |
| 10. | Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 22,017 | 21,470 | - 2% | 215,227 | 214,459 | -0.4% |
| Other Services | 4,193 | 3,761 | -10% | 67,575 | 64,855 | - 4% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 2,172 | 1,895 | -13% | 24,210 | 21,844 | -10% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 16,881 | 16,350 | - 3% | 182,289 | 174,856 | - 4% |
| Other Services | 2,724 | 1,996 | -27% | 47,333 | 43,732 | - 8% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|--------------------------------|---------------|---------------------|----------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 103.5 | 104.5 | 1% | 1,105.0 | 1,131.4 | 2% |
| Trolley, Coach, Street- car, Subway, etc. | 28.7 | 28.4 | - 1% | 294.7 | 295.3 | -- |
| Other Services** | * | * | | * | * | |
| Total | <u>132.1</u> | <u>132.9</u> | <u>1%</u> | <u>1,399.7</u> | <u>1,426.8</u> | <u>2%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 48.1 | 49.0 | 2% | 520.6 | 552.9 | 6% |
| Trolley, Coach, Street- car, Subway, etc. | 16.1 | 16.4 | 2% | 168.7 | 178.3 | 6% |
| Other Services** | 0.4 | 0.5 | 25% | 6.5 | 7.9 | 21% |
| Total | <u>64.6</u> | <u>65.9</u> | <u>2%</u> | <u>695.8</u> | <u>739.1</u> | <u>6%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Traffic Fatalities

| | <u>1982</u> | <u>IV Quarter</u> <u>1983</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------|-------------|----------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1982</u> | <u>1983</u> | |
| Canada | 1,172 | 1,032 | -12% | 4,169 | 4,197 | 1% |

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 11.6 | 24.4 | 15.0 | 18.8 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1984 | December 1985 | Change | 1984 | Year to Date 1985 | Change |
|---------------------|------|------------------|--------|---------|----------------------|--------|
| Passenger Cars | 60.1 | 72.5 | 20% | 971.2 | 1,137.2 | 17% |
| Commercial Vehicles | 23.0 | 31.6 | 37% | 312.3 | 393.2 | 25% |
| Total | 83.1 | 104.2 | 25% | 1,283.5 | 1,530.4 | 19% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1985 | January 1986 | Change | 1985 | Year to Date 1986 | Change |
|--------------------------|-------|-----------------|--------|-------|----------------------|--------|
| Non Resident Travellers: | | | | | | |
| United States | 1,377 | 1,623 | 18% | 1,377 | 1,623 | 18% |
| All Other Countries | 57 | 61 | 8% | 57 | 61 | 8% |
| Total | 1,434 | 1,684 | 17% | 1,434 | 1,684 | 17% |
| Residents of Canada: | | | | | | |
| United States | 2,486 | 2,546 | 2% | 2,486 | 2,546 | 2% |
| All Other Countries | 233 | 256 | 10% | 233 | 256 | 10% |
| Total | 2,719 | 2,802 | 3% | 2,719 | 2,802 | 3% |
| Grand Total | 4,152 | 4,486 | 8% | 4,152 | 4,486 | 8% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1984 | November 1985 | Change | 1984 | Year to Date 1985 | Change |
|-----------------------------|-------|------------------|--------|--------|----------------------|--------|
| Motor Gasoline | 2,758 | 2,632 | - 5% | 30,278 | 30,018 | - 1% |
| Diesel Fuel Oil | 1,306 | 1,281 | - 2% | 13,692 | 13,898 | 2% |
| All Other Products | 2,724 | 3,054 | 12% | 27,890 | 27,125 | - 3% |
| Total Petroleum Products | 6,788 | 6,968 | 3% | 71,860 | 71,041 | - 1% |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1984 | II Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 73.5 | 66.1 | -10% | 159.4 | 144.0 | -10% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 302.5 | 307.0 | 2% | 572.4 | 576.4 | 1% |
| Residential & Agriculture | 67.1 | 61.2 | - 9% | 195.2 | 181.9 | - 7% |
| Commercial, Other Institutional & Pipelines | 70.1 | 62.2 | -11% | 165.5 | 138.6 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 589.8 | 568.2 | - 4% | 1,226.9 | 1,172.1 | - 5% |
| Producer Consumption | 55.2 | 51.9 | - 6% | 116.4 | 107.2 | - 8% |
| Non-Energy Use | 76.3 | 87.0 | 14% | 128.4 | 140.3 | 9% |
| Net Supply | 734.3 | 718.8 | - 2% | 1,498.1 | 1,443.9 | - 4% |

*1984 Final Demand to Date = 0.000046 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 442.8 | 445.2 | 1% | 943.4 | 960.5 | 2% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 305.6 | 310.6 | 2% | 578.7 | 585.7 | 1% |
| Residential & Agriculture | 254.8 | 247.7 | - 3% | 738.6 | 740.0 | -- |
| Commercial, Other Institutional and Pipelines | 238.0 | 232.3 | - 2% | 600.9 | 602.6 | -- |
| Energy Use | | | | | | |
| Final Demand** | 1,317.3 | 1,307.4 | - 1% | 2,996.0 | 3,019.1 | 1% |
| Producer Consumption | 72.1 | 1,639.3 | 127% | 165.1 | 357.0 | 116% |
| Non-Energy Use | 137.0 | 156.9 | 14% | 251.3 | 278.7 | 11% |
| Net Supply | 1,504.9 | 1,601.6 | 6% | 3,370.3 | 3,607.9 | 7% |

**1984 Final Demand to Date = 0.000120 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> <u>Feb.</u> | <u>Jan.</u> | <u>1986</u> <u>Feb.</u> | % Change Feb. '86 from Feb. '85 Jan. '86 | |
|-----------------------|----------------------------|-------------|----------------------------|---|------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 125.4 | 130.1 | 130.6 | 4.1% | 0.4% |
| Public Transport | 138.7 | 154.3 | 156.3 | 12.7% | 1.3% |
| Gasoline | 144.1 | 151.8 | 151.6 | 5.2% | -- |

| | <u>1984</u> <u>IV Qtr.</u> | <u>1985</u> <u>III Qtr.</u> | <u>IV Qtr.</u> | % Change IV Qtr. '85 from IV Qtr. '84 III Qtr. '85 | |
|---------------------|-------------------------------|--------------------------------|----------------|---|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1984</u> <u>Dec.</u> | <u>Nov.</u> | <u>1985</u> <u>Dec.</u> | % Change Dec. '85 from Dec. '84 Nov. '85 | |
|---|----------------------------|-------------|----------------------------|---|------|
| (1971 = 100) | | | | | |
| Industry Selling Price Index (Manufacturing) | 314.2 | 321.1 | 323.1 | 2.8% | 0.4% |

2. Employment

| | <u>1985</u> <u>Feb.</u> | <u>Jan.</u> | <u>1986</u> <u>Feb.</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.0 | 9.8 | 9.8 |
| Unadjusted | 11.9 | 10.7 | 10.7 |
| No. Employed ('000)* | 10,774 | 11,196 | 11,247 |
| No. Unemployed ('000)* | 1,455 | 1,347 | 1,341 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1984</u> <u>Dec.</u> | <u>1985</u> <u>Nov.</u> | <u>Dec.</u> | % Change Dec. '85 from Dec. '84 Nov. '85 | |
|-------------------|----------------------------|----------------------------|-------------|---|------|
| (1971 = 100) | | | | | |
| Total | 153.0 | 159.7 | 160.3 | 4.8% | 0.4% |
| Goods Producing | 135.2 | 141.6 | 142.0 | 5.0% | 0.3% |
| Service Producing | 165.2 | 172.0 | 172.7 | 4.5% | 0.4% |
| Transportation | 159.9 | 163.5 | 166.4 | 4.1% | 1.8% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | | <u>1986</u> | |
|----------------|----------------|----------------|----------------|----------------|----------------|
| <u>Mar. 13</u> | <u>Mar. 20</u> | <u>Mar. 27</u> | <u>Mar. 12</u> | <u>Mar. 19</u> | <u>Mar. 26</u> |
| 71.84 | 72.39 | 72.80 | 71.29 | 71.92 | 71.43 |

5. Bank of Canada Rate

| <u>1985</u> | | | | <u>1986</u> | |
|----------------|----------------|----------------|----------------|----------------|----------------|
| <u>Mar. 14</u> | <u>Mar. 21</u> | <u>Mar. 28</u> | <u>Mar. 13</u> | <u>Mar. 20</u> | <u>Mar. 27</u> |
| 11.69 | 11.18 | 10.65 | 10.69 | 10.11 | 10.44 |

6. Gross National Product

| | <u>1984</u> | <u>Annual</u> <u>1985</u> | <u>%</u> |
|---|-------------|------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

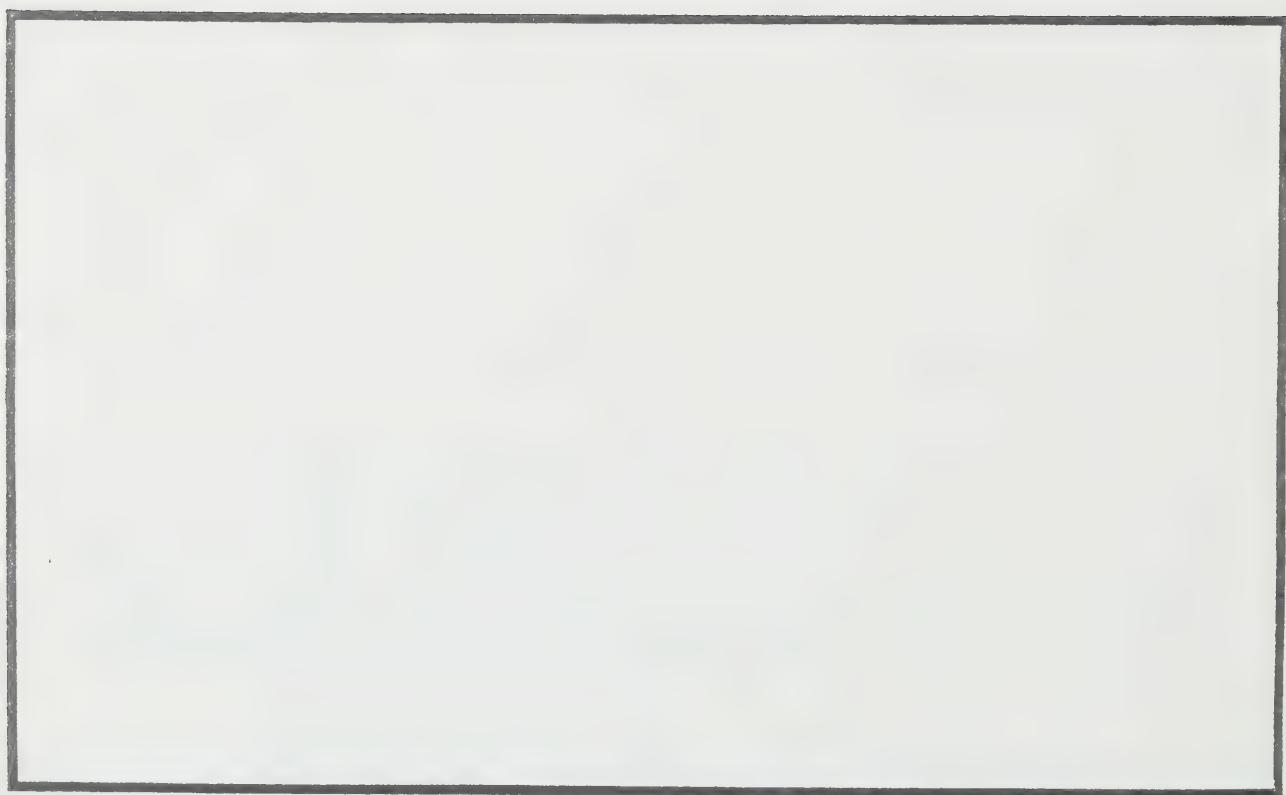
In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

Transportation Statistics
Quarterly Report
1999

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CAI
TA 115
-T63

Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|------------|--------------|--------------------------------|---------------|----------------|------------------------------------|---------------|
| Halifax | 1,281 | 1,272 | - 1% | 14,285 | 14,023 | - 2% |
| Saint John | 782 | 1,205 | 54% | 8,609 | 8,662 | 1% |
| Quebec | 1,173 | 947 | -19% | 17,723 | 14,713 | -17% |
| Montreal | 1,975 | 1,978 | -- | 23,806 | 21,094 | -11% |
| Vancouver | 4,683 | 4,467 | - 5% | 59,297 | 56,103 | - 5% |
| Total | <u>9,894</u> | <u>9,869</u> | <u>-0.3%</u> | <u>123,720</u> | <u>114,595</u> | <u>- 7%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,300 | 2,401 | 4% | 23,500 | 16,428 | -30% |
| Iron Ore | 649 | 738 | 14% | 11,421 | 8,678 | -24% |
| Other Bulk | 670 | 802 | 20% | 6,958 | 7,326 | 5% |
| | <u>3,619</u> | <u>3,941</u> | <u>9%</u> | <u>41,879</u> | <u>32,432</u> | <u>-23%</u> |
| General | 300 | 189 | -37% | 4,938 | 4,053 | -18% |
| Other | 37 | 50 | 35% | 685 | 834 | 22% |
| Grand Total | <u>3,956</u> | <u>4,180</u> | <u>6%</u> | <u>47,502</u> | <u>37,319</u> | <u>-21%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,585 | 2,342 | 48% | 24,441 | 17,107 | -30% |
| Iron Ore | 586 | 350 | -40% | 10,088 | 6,745 | -33% |
| Coal | 0 | 552 | -- | 6,728 | 5,824 | -13% |
| Other Bulk | 698 | 1,060 | 52% | 8,155 | 8,527 | 5% |
| | <u>2,869</u> | <u>4,304</u> | <u>50%</u> | <u>49,412</u> | <u>38,203</u> | <u>-23%</u> |
| General | 246 | 151 | -39% | 4,273 | 3,390 | -21% |
| Other | 15 | 21 | 40% | 231 | 226 | - 2% |
| Grand Total | <u>3,130</u> | <u>4,476</u> | <u>43%</u> | <u>53,916</u> | <u>41,819</u> | <u>-22%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|--------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 173 | 177 | 2% | 2,243 | 1,809 | -19% |
| Ocean | 152 | 152 | -- | 1,514 | 1,281 | -15% |
| | <u>325</u> | <u>329</u> | <u>1%</u> | <u>3,757</u> | <u>3,090</u> | <u>-18%</u> |
| Welland Canal | | | | | | |
| Inland | 192 | 284 | 48% | 3,437 | 2,771 | -19% |
| Ocean | 92 | 121 | 32% | 1,312 | 1,059 | -19% |
| | <u>284</u> | <u>405</u> | <u>43%</u> | <u>4,749</u> | <u>3,830</u> | <u>-19%</u> |

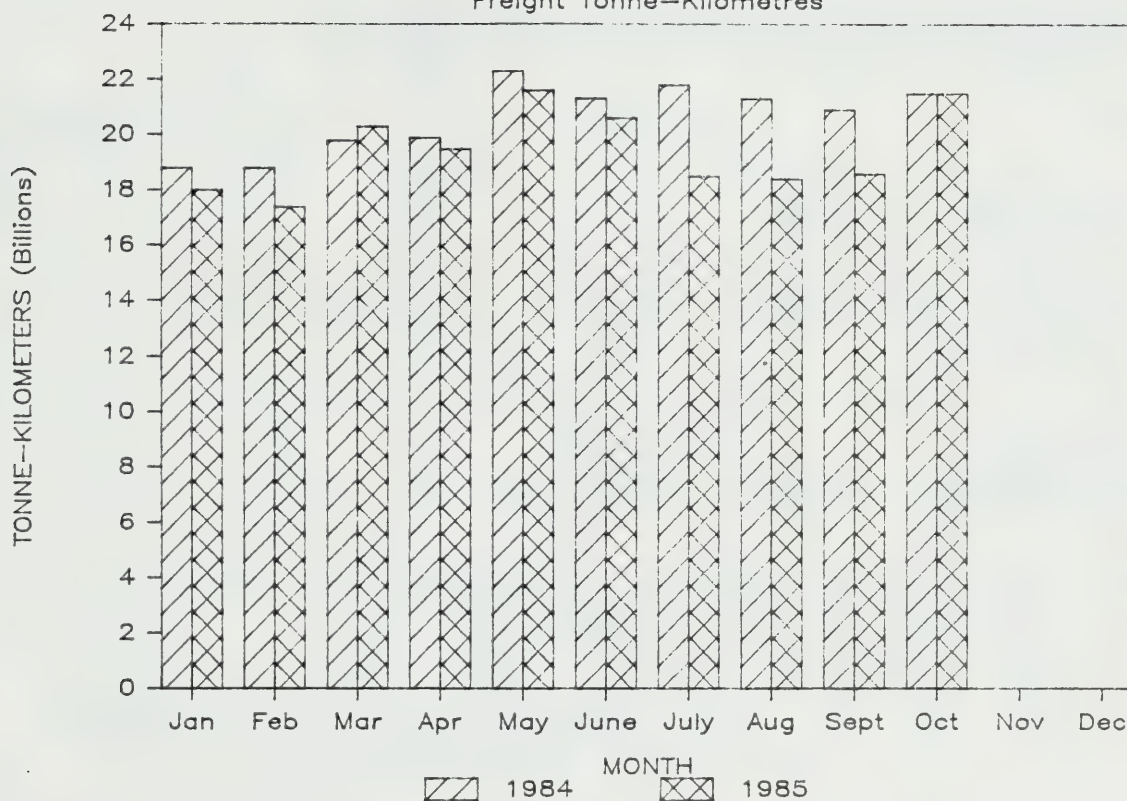
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>October</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 659.8 | 685.3 | 4% | 6,209.1 | 6,201.5 | -- |
| Operating Expenses (\$) | 602.2 | 652.1 | 8% | 5,708.1 | 5,994.2 | 5% |
| Operating Income (\$) | 57.7 | 33.2 | -42% | 501.1 | 207.3 | -59% |
| Tonne-km, freight | 21,479.4 | 21,451.7 | -- | 206,386.2 | 194,292.2 | - 6% |
| Passenger-km, Intercity | 160.1 | 182.4 | 14% | 1,776.4 | 1,904.4 | 7% |
| Total | 160.7 | 182.9 | 14% | 1,781.8 | 1,909.6 | 7% |
| Passengers, Intercity | 0.487 | 0.508 | 4% | 5.194 | 5.494 | 6% |
| Total | 0.511 | 0.528 | 3% | 5.413 | 5.701 | 5% |
| Freight Train-km | 8.7 | 8.5 | - 2% | 85.0 | 81.0 | - 5% |
| Freight Car-km | 673.0 | 667.7 | - 1% | 6,509.9 | 6,139.6 | - 6% |
| Passenger Car-km | 10.3 | 11.4 | 11% | 106.2 | 111.0 | 4% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1985 | February 1986 | Change | 1985 | Year to Date 1986 | Change |
|--------------------------------------|---------------|------------------|-----------|---------------|----------------------|-----------|
| Carload Traffic (excl. Piggyback) | 16,351 | 17,301 | 6% | 33,802 | 35,581 | 5% |
| Non-Carload Traffic | 3 | 2 | -19% | 5 | 4 | -17% |
| Piggyback Traffic | 889 | 959 | 8% | 1,784 | 1,940 | 9% |
| Receipts from U.S. Connections | 1,060 | 1,118 | 5% | 2,186 | 2,317 | 6% |
| Total Traffic Carried | 18,303 | 19,380 | 6% | 37,778 | 39,841 | 5% |
| Major Commodity Changes: | | | | | | |
| Grain (excl. wheat) | 367 | 731 | 99% | 954 | 1,259 | 32% |
| Wheat | 1,027 | 1,401 | 36% | 1,931 | 2,767 | 43% |
| Sulphur | 745 | 530 | -29% | 1,550 | 1,118 | -28% |

3. Air

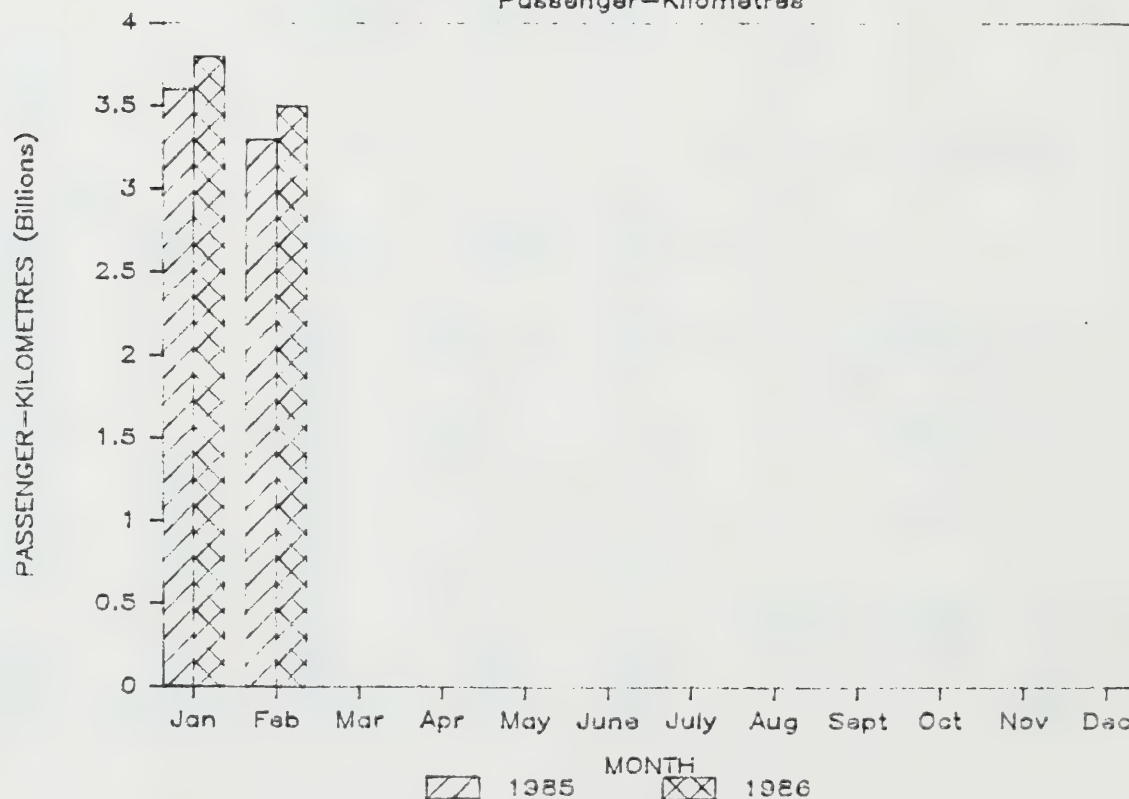
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | 1985 | February 1986 | Change | 1985 | Year to Date 1986 | Change |
|-------------------------|---------|------------------|--------|---------|----------------------|--------|
| Operating Revenues (\$) | 320.5 | 328.0 | 2% | 651.6 | 676.0 | 4% |
| Operating Expenses (\$) | 334.8 | 380.2 | 14% | 691.6 | 773.2 | 12% |
| Operating Income (\$) | -14.3 | -52.2 | -265% | -40.0 | -97.2 | -143% |
| Enplaned Passengers | 1,734 | 1,799 | 4% | 3,543 | 3,633 | 3% |
| Passenger-km | 3,319.7 | 3,494.5 | 5% | 6,873.7 | 7,255.8 | 6% |
| Goods Tonne-km | 89.5 | 87 | - 3% | 175.9 | 169.2 | - 4% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada
(Charter Operations)

| | <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------|------------------|---------------------------------|---------------|------------------|------------------------------------|---------------|
| Africa | -- | -- | | -- | -- | |
| Asia | -- | 701 | | -- | 701 | |
| Europe | 35,952 | 36,984 | 3% | 35,952 | 36,984 | 3% |
| South | 428,301 | 499,233 | 17% | 428,301 | 499,233 | 17% |
| U.S.A. | 715,336 | 761,656 | 6% | 715,336 | 761,656 | 6% |
| Total | <u>1,179,589</u> | <u>1,298,574</u> | <u>10%</u> | <u>1,179,589</u> | <u>1,298,574</u> | <u>10%</u> |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| <u>Rank</u> | <u>City Pair</u> | <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|--------------------|---------------------|-------------|---------------------------------|---------------|-------------|------------------------------------|---------------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 260.3 | 286.8 | 10% | 260.3 | 286.8 | 10% |
| 2. | Ottawa - Toronto | 164.6 | 168.4 | 2% | 164.6 | 168.4 | 2% |
| 3. | Toronto - Vancouver | 100.1 | 99.3 | - 1% | 100.1 | 99.3 | - 1% |
| 4. | Calgary - Edmonton | 96.3 | 92.7 | - 4% | 96.3 | 92.7 | - 4% |
| 5. | Calgary - Vancouver | 89.7 | 88.8 | - 1% | 89.7 | 88.8 | - 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 135.6 | 131.3 | - 3% | 135.6 | 131.3 | - 3% |
| 2. | Montreal - New York | 70.4 | 71.3 | 1% | 70.4 | 71.3 | 1% |
| 3. | Montreal - Miami | 53.4 | 52.3 | - 2% | 53.4 | 52.3 | - 2% |
| 4. | Toronto - Chicago | 46.3 | 49.7 | 7% | 46.3 | 49.7 | 7% |
| 5. | Toronto - Miami | 46.1 | 44.4 | - 4% | 46.1 | 44.4 | - 4% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | <u>1984</u> | <u>I Quarter</u> <u>1985</u> | <u>Change</u> |
|------------------------------------|-------------|---------------------------------|---------------|
| 1. Lester B. Pearson International | 2,825 | 3,070 | 9% |
| 2. Vancouver International | 1,304 | 1,317 | 1% |
| 3. Montreal International | 1,278 | 1,315 | 3% |
| 4. Calgary International | 785 | 843 | 7% |
| 5. Ottawa International | 481 | 493 | 2% |
| 6. Winnipeg International | 460 | 474 | 3% |
| 7. Edmonton International | 410 | 411 | 0.3% |
| 8. Halifax International | 320 | 355 | 11% |
| 9. Mirabel International | 247 | 270 | 10% |
| 10. Edmonton Municipal | 188 | 204 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|----------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 22,017 | 21,470 | - 2% | 215,227 | 214,459 | -0.4% |
| Other Services | 4,193 | 3,761 | -10% | 67,575 | 64,855 | - 4% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,172 | 1,895 | -13% | 24,210 | 21,844 | -10% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,881 | 16,350 | - 3% | 182,289 | 174,856 | - 4% |
| Other Services | 2,724 | 1,996 | -27% | 47,333 | 43,732 | - 8% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|--------------------------------|---------------|---------------------|----------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 103.5 | 104.5 | 1% | 1,105.0 | 1,131.4 | 2% |
| Trolley, Coach, Street- car, Subway, etc. | 28.7 | 28.4 | - 1% | 294.7 | 295.3 | -- |
| Other Services** | * | * | | * | * | |
| Total | <u>132.1</u> | <u>132.9</u> | <u>1%</u> | <u>1,399.7</u> | <u>1,426.8</u> | <u>2%</u> |

Total Distance Run:

| | | | | | | |
|---|-------------|-------------|-----------|--------------|--------------|-----------|
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 48.1 | 49.0 | 2% | 520.6 | 552.9 | 6% |
| Trolley, Coach, Street- car, Subway, etc. | 16.1 | 16.4 | 2% | 168.7 | 178.3 | 6% |
| Other Services** | 0.4 | 0.5 | 25% | 6.5 | 7.9 | 21% |
| Total | <u>64.6</u> | <u>65.9</u> | <u>2%</u> | <u>695.8</u> | <u>739.1</u> | <u>6%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1985 | <u>January</u> 1986 | Change | 1985 | <u>Year to Date</u> 1986 | Change |
|---------------------|-------------|------------------------|-----------|-------------|-----------------------------|-----------|
| Passenger Cars | 66.2 | 68.9 | 4% | 66.2 | 68.9 | 4% |
| Commercial Vehicles | 24.0 | 27.9 | 16% | 24.0 | 27.9 | 16% |
| Total | <u>90.2</u> | <u>96.7</u> | <u>7%</u> | <u>90.2</u> | <u>96.7</u> | <u>7%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1985 | <u>February</u> 1986 | Change | 1985 | <u>Year to Date</u> 1986 | Change |
|--------------------------|--------------|-------------------------|-------------|--------------|-----------------------------|------------|
| Non Resident Travellers: | | | | | | |
| United States | 1,426 | 1,597 | 12% | 2,803 | 3,218 | 15% |
| All Other Countries | 55 | 58 | 6% | 111 | 118 | 6% |
| Total | <u>1,481</u> | <u>1,654</u> | <u>12%</u> | <u>2,914</u> | <u>3,336</u> | <u>14%</u> |
| Residents of Canada: | | | | | | |
| United States | 2,324 | 2,228 | - 4% | 4,810 | 4,769 | - 1% |
| All Other Countries | 187 | 203 | 8% | 420 | 457 | 9% |
| Total | <u>2,511</u> | <u>2,431</u> | <u>- 3%</u> | <u>5,230</u> | <u>5,226</u> | <u>--</u> |
| Grand Total | <u>3,992</u> | <u>4,085</u> | <u>2%</u> | <u>8,144</u> | <u>8,562</u> | <u>5%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1984 | <u>December</u> 1985 | Change | 1984 | <u>Year to Date</u> 1985 | Change |
|--------------------------|--------------|-------------------------|------------|---------------|-----------------------------|--------------|
| Motor Gasoline | 2,636 | 2,799 | 6% | 32,915 | 32,799 | -0.4% |
| Diesel Fuel Oil | 1,091 | 1,257 | 15% | 14,783 | 15,148 | 2% |
| All Other Products | 2,735 | 3,100 | 13% | 30,625 | 30,050 | - 2% |
| Total Petroleum Products | <u>6,463</u> | <u>7,157</u> | <u>11%</u> | <u>78,323</u> | <u>77,997</u> | <u>-0.4%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | <u>II Quarter</u> | | | <u>Year to Date</u> | | |
|---|-------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 73.5 | 66.1 | -10% | 159.4 | 144.0 | -10% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 302.5 | 307.0 | 2% | 572.4 | 576.4 | 1% |
| Residential & Agriculture | 67.1 | 61.2 | - 9% | 195.2 | 181.9 | - 7% |
| Commercial, Other Institutional & Pipelines | 70.1 | 62.2 | -11% | 165.5 | 138.6 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 589.8 | 568.2 | - 4% | 1,226.9 | 1,172.1 | - 5% |
| Producer Consumption | 55.2 | 51.9 | - 6% | 116.4 | 107.2 | - 8% |
| Non-Energy Use | 76.3 | 87.0 | 14% | 128.4 | 140.3 | 9% |
| Net Supply | 734.3 | 718.8 | - 2% | 1,498.1 | 1,443.9 | - 4% |

*1984 Final Demand to Date = 0.000046 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 442.8 | 445.2 | 1% | 943.4 | 960.5 | 2% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 305.6 | 310.6 | 2% | 578.7 | 585.7 | 1% |
| Residential & Agriculture | 254.8 | 247.7 | - 3% | 738.6 | 740.0 | -- |
| Commercial, Other Institutional and Pipelines | 238.0 | 232.3 | - 2% | 600.9 | 602.6 | -- |
| Energy Use | | | | | | |
| Final Demand** | 1,317.3 | 1,307.4 | - 1% | 2,996.0 | 3,019.1 | 1% |
| Producer Consumption | 72.1 | 1,639.3 | 127% | 165.1 | 357.0 | 116% |
| Non-Energy Use | 137.0 | 156.9 | 14% | 251.3 | 278.7 | 11% |
| Net Supply | 1,504.9 | 1,601.6 | 6% | 3,370.3 | 3,607.9 | 7% |

**1984 Final Demand to Date = 0.000120 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> | | <u>1986</u> | % Change Mar. '86 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| (1981 = 100) | <u>Mar.</u> | <u>Feb.</u> | <u>Mar.</u> | <u>Mar. '85</u> | <u>Feb. '86</u> |
| Consumer Price Index: | | | | | |
| All items | 125.7 | 130.6 | 130.9 | 4.1% | -- |
| Public Transport | 144.3 | 156.3 | 165.5 | 14.7% | 5.9% |
| Gasoline | 143.6 | 151.6 | 143.5 | -- | -5.3% |

| | <u>1984</u> | | <u>1985</u> | % Change IV Qtr. '85 from | |
|---------------------|----------------|-----------------|----------------|------------------------------|---------------------|
| (1981 = 100) | <u>IV Qtr.</u> | <u>III Qtr.</u> | <u>IV Qtr.</u> | <u>IV Qtr. '84</u> | <u>III Qtr. '85</u> |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1985</u> | | <u>1986</u> | % Change Feb. '86 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| (1981 = 100) | <u>Feb.</u> | <u>Jan.</u> | <u>Feb.</u> | <u>Feb. '85</u> | <u>Jan. '86</u> |
| Industrial Product Price Index (All Commodities) | 117.7 | 120.7 | 120.5 | 2.4% | -0.2% |

2. Employment

| | <u>1985</u> | | <u>1986</u> |
|------------------------|-------------|-------------|-------------|
| | <u>Mar.</u> | <u>Feb.</u> | <u>Mar.</u> |
| Unemployment Rate: | | | |
| Seasonally Adjusted | 11.1 | 9.8 | 9.6 |
| Unadjusted | 12.5 | 10.7 | 10.9 |
| No. Employed ('000)* | 10,864 | 11,247 | 11,301 |
| No. Unemployed ('000)* | 1,546 | 1,341 | 1,380 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> | | <u>1986</u> | % Change Jan. '86 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| (1971 = 100) | <u>Jan.</u> | <u>Dec.</u> | <u>Jan.</u> | <u>Jan. '85</u> | <u>Dec. '85</u> |
| Total | 152.6 | 160.3 | 160.3 | 5.0% | -- |
| Goods Producing | 134.2 | 141.9 | 141.8 | 5.7% | -- |
| Service Producing | 165.1 | 172.9 | 172.9 | 4.7% | -- |
| Transportation | 158.9 | 166.4 | 166.3 | 4.7% | -- |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|---------------|----------------|
| <u>Apr. 3</u> | <u>Apr. 10</u> | <u>Apr. 17</u> | <u>Apr. 2</u> | <u>Apr. 9</u> | <u>Apr. 16</u> |
| 72.99 | 72.81 | 73.44 | 71.71 | 72.10 | 71.84 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Apr. 4</u> | <u>Apr. 11</u> | <u>Apr. 18</u> | <u>Apr. 3</u> | <u>Apr. 10</u> | <u>Apr. 17</u> |
| 10.59 | 10.32 | 9.75 | 10.14 | 9.33 | 9.23 |

6. Gross National Product

| | <u>1984</u> | <u>Annual 1985</u> | <u>%</u> |
|---|-------------|------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

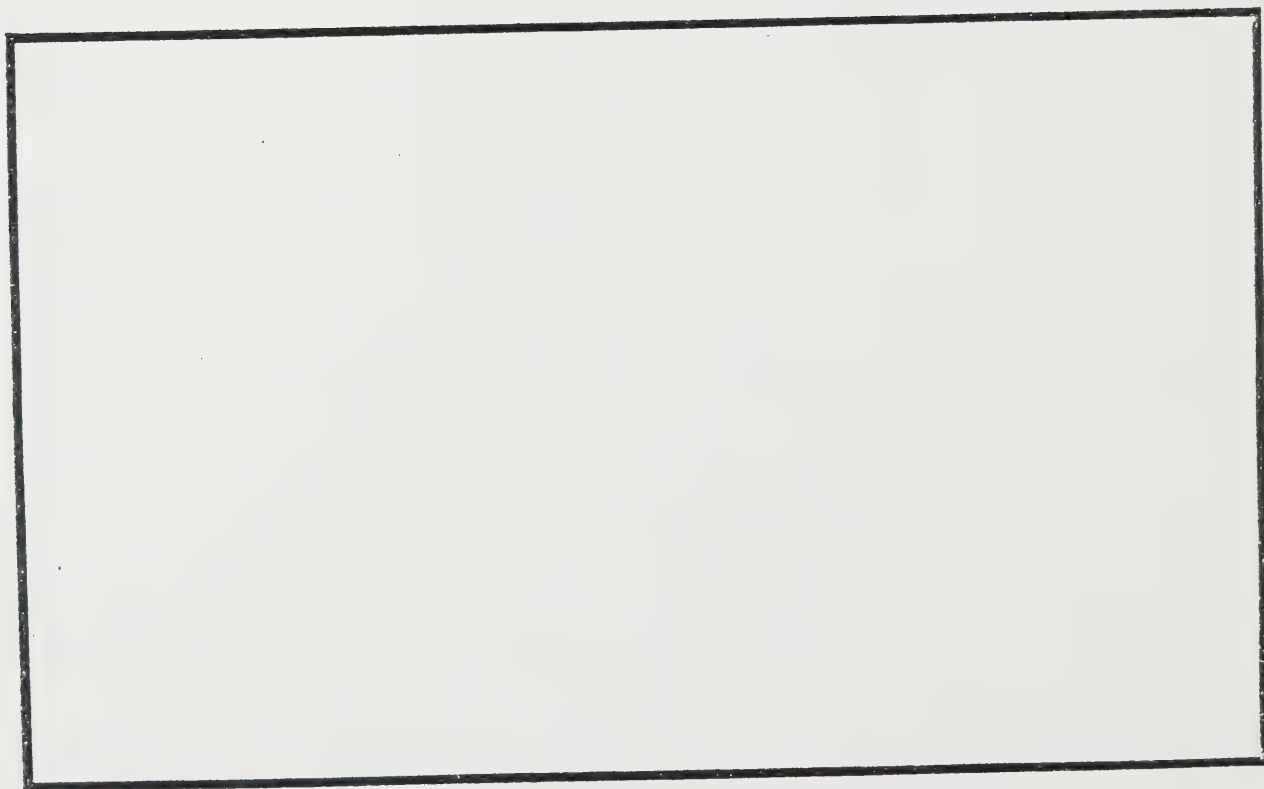
The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CA1
TH115
-T63

Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1985</u> | <u>March</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|------------|--------------|-----------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,158 | 1,078 | - 7% | 3,328 | 3,458 | 4% |
| Saint John | N/A | N/A | | N/A | N/A | |
| Quebec | 445 | 745 | 67% | 1,497 | 2,409 | 61% |
| Montreal | 1,296 | 992 | -23% | 3,650 | 3,244 | -11% |
| Vancouver | 4,686 | 5,025 | 7% | 14,421 | 14,288 | - 1% |
| Total | <u>7,585</u> | <u>7,841</u> | <u>3%</u> | <u>22,895</u> | <u>23,400</u> | <u>2%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|----------------------------|--------------|-----------------------------|---------------|--------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,447 | 1,045 | -28% | 1,447 | 1,045 | -28% |
| Iron Ore | 894 | 674 | -25% | 894 | 674 | -25% |
| Other Bulk | 555 | 768 | 38% | 555 | 768 | 38% |
| | <u>2,896</u> | <u>2,487</u> | <u>-14%</u> | <u>2,896</u> | <u>2,487</u> | <u>-14%</u> |
| General | 435 | 376 | -13% | 435 | 376 | -13% |
| Other | 125 | 147 | 18% | 125 | 147 | 18% |
| Grand Total | <u>3,456</u> | <u>3,010</u> | <u>-13%</u> | <u>3,456</u> | <u>3,010</u> | <u>-13%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,605 | 1,151 | -28% | 1,605 | 1,151 | -28% |
| Iron Ore | 591 | 507 | -14% | 591 | 507 | -14% |
| Coal | 539 | 660 | 22% | 539 | 660 | 22% |
| Other Bulk | 734 | 1,026 | 40% | 734 | 1,026 | 40% |
| | <u>3,469</u> | <u>3,344</u> | <u>- 4%</u> | <u>3,469</u> | <u>3,344</u> | <u>- 4%</u> |
| General | 334 | 323 | - 3% | 334 | 323 | - 3% |
| Other | 2 | 3 | 50% | 2 | 3 | 50% |
| Grand Total | <u>3,805</u> | <u>3,670</u> | <u>- 3%</u> | <u>3,805</u> | <u>3,670</u> | <u>- 3%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|------------------------------------|-------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 169 | 169 | -- | 169 | 169 | -- |
| Ocean | 100 | 94 | - 6% | 100 | 94 | - 6% |
| | <u>269</u> | <u>263</u> | <u>- 2%</u> | <u>269</u> | <u>263</u> | <u>- 2%</u> |
| Welland Canal | | | | | | |
| Inland | 295 | 285 | - 3% | 295 | 285 | - 3% |
| Ocean | 80 | 73 | - 9% | 80 | 73 | - 9% |
| | <u>375</u> | <u>358</u> | <u>- 4%</u> | <u>375</u> | <u>358</u> | <u>- 4%</u> |

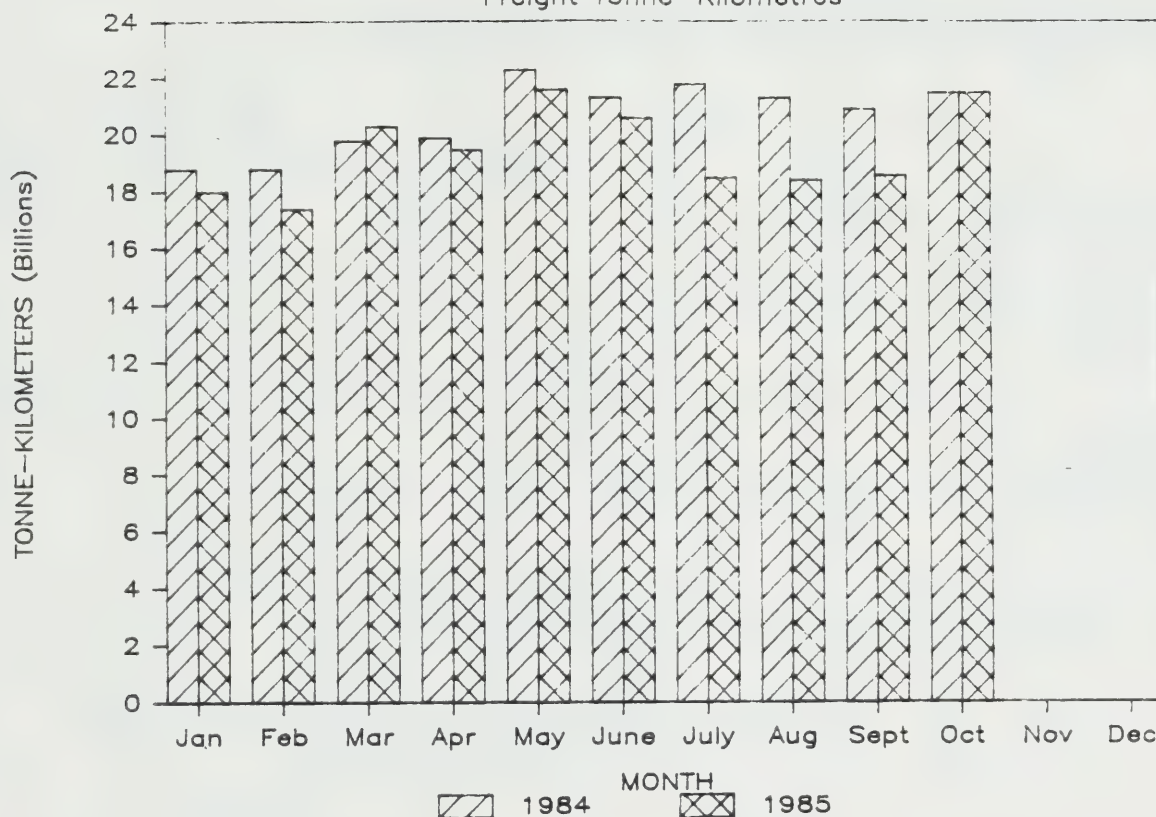
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>October</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|-------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 659.8 | 685.3 | 4% | 6,209.1 | 6,201.5 | -- |
| Operating Expenses (\$) | 602.2 | 652.1 | 8% | 5,708.1 | 5,994.2 | 5% |
| Operating Income (\$) | 57.7 | 33.2 | -42% | 501.1 | 207.3 | -59% |
| Tonne-km, freight | 21,479.4 | 21,451.7 | -- | 206,386.2 | 194,292.2 | - 6% |
| Passenger-km, Intercity | 160.1 | 182.4 | 14% | 1,776.4 | 1,904.4 | 7% |
| Total | 160.7 | 182.9 | 14% | 1,781.8 | 1,909.6 | 7% |
| Passengers, Intercity | 0.487 | 0.508 | 4% | 5.194 | 5.494 | 6% |
| Total | 0.511 | 0.528 | 3% | 5.413 | 5.701 | 5% |
| Freight Train-km | 8.7 | 8.5 | - 2% | 85.0 | 81.0 | - 5% |
| Freight Car-km | 673.0 | 667.7 | - 1% | 6,509.9 | 6,139.6 | - 6% |
| Passenger Car-km | 10.3 | 11.4 | 11% | 106.2 | 111.0 | 4% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings (in thousands of tonnes)

| | 1985 | March 1986 | Change | 1985 | Year to Date 1986 | Change |
|--------------------------------------|---------------|---------------|-------------|---------------|----------------------|-----------|
| Carload Traffic (excl. Piggyback) | 19,097 | 18,690 | - 2% | 52,900 | 54,271 | 3% |
| Non-Carload Traffic | 3 | 2 | -19% | 8 | 6 | -18% |
| Piggyback Traffic | 1,001 | 1,018 | 2% | 2,786 | 2,958 | 6% |
| Receipts from U.S. Connections | 1,259 | 1,071 | -15% | 3,445 | 3,387 | - 2% |
| Total Traffic Carried | 21,361 | 20,781 | - 3% | 59,139 | 60,623 | 3% |
| Major Commodity Changes: | | | | | | |
| Coal | 4,196 | 3,672 | -12% | 11,034 | 10,530 | - 5% |
| Grain (excl. wheat) | 514 | 850 | 65% | 1,468 | 2,109 | 44% |
| Wheat | 876 | 1,192 | 36% | 2,807 | 3,959 | 41% |

3. Air

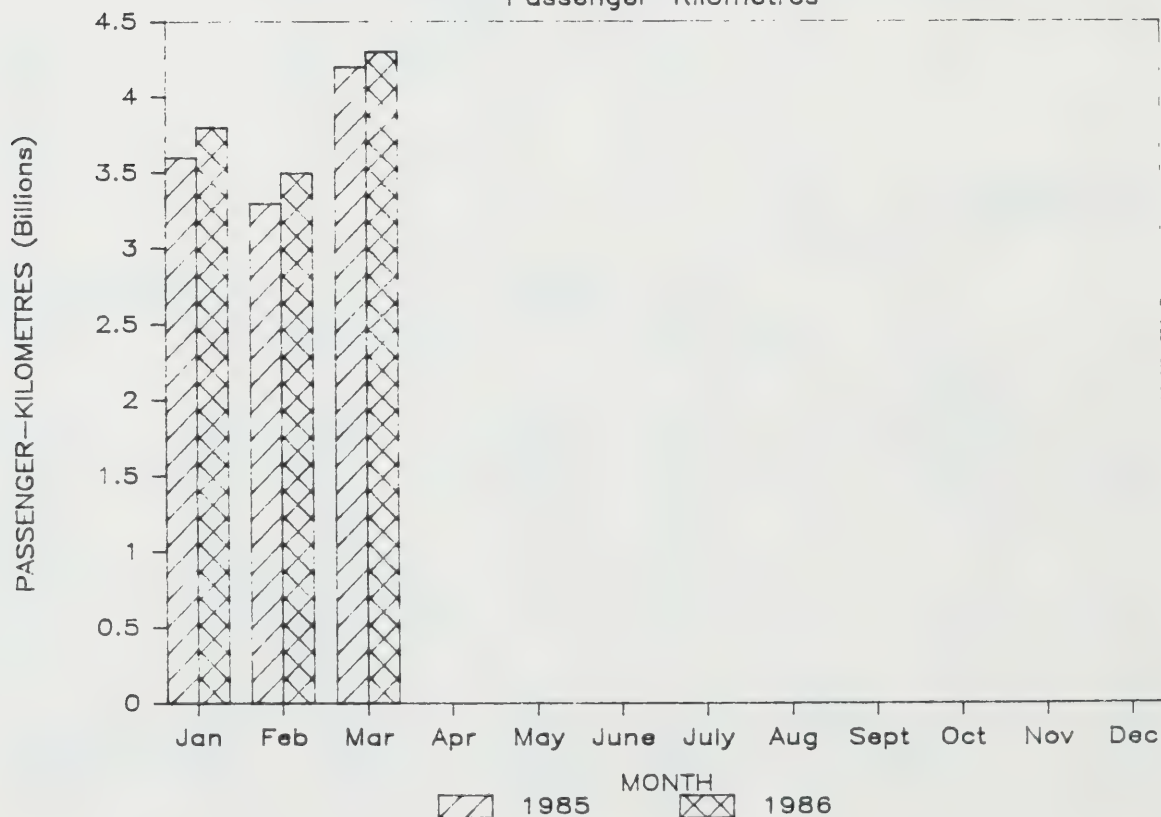
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1985</u> | <u>March</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 393.6 | 407.7 | 4% | 1,045.1 | 1,083.7 | 4% |
| Operating Expenses (\$) | 374.4 | 417.2 | 11% | 1,065.9 | 1,193.4 | 12% |
| Operating Income (\$) | 19.2 | -9.5 | -51% | -20.8 | -109.7 | -427% |
| Enplaned Passengers | 2,139 | 2,130 | -0.4% | 5,682 | 5,765 | 1% |
| Passenger-km | 4,211.6 | 4,275.0 | 2% | 11,085.3 | 11,615.9 | 5% |
| Goods Tonne-km | 102.9 | 105.2 | 2% | 278.8 | 274.4 | - 2% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada
(Charter Operations)

| | 1984 | II Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------|---------|--------------------|--------|-----------|----------------------|--------|
| Africa | -- | -- | | -- | -- | |
| Asia | -- | -- | | -- | 701 | |
| Europe | 266,370 | 336,251 | 26% | 302,322 | 373,235 | 23% |
| South | 105,300 | 146,841 | 39% | 533,601 | 646,074 | 21% |
| U.S.A. | 328,485 | 350,045 | 7% | 1,043,821 | 1,111,701 | 7% |
| Total | 700,155 | 833,140 | 19% | 1,879,744 | 2,131,714 | 13% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1984 | II Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------|-------------------------|-------|--------------------|--------|-------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 277.5 | 311.0 | 37% | 537.8 | 597.8 | 11% |
| 2. | Ottawa - Toronto | 166.6 | 164.1 | - 2% | 331.2 | 332.5 | 0.4% |
| 3. | Toronto - Vancouver | 132.5 | 117.8 | -11% | 232.6 | 217.1 | - 7% |
| 4. | Calgary - Vancouver | 114.5 | 115.3 | 1% | 204.2 | 204.1 | -- |
| 5. | Calgary - Toronto | 106.2 | 100.1 | - 6% | 182.5 | 183.8 | 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 172.8 | 162.0 | - 6% | 308.5 | 293.3 | - 5% |
| 2. | Montreal - New York | 86.2 | 85.4 | - 1% | 156.6 | 156.7 | -- |
| 3. | Toronto - Chicago | 61.2 | 64.1 | 5% | 107.6 | 113.7 | 6% |
| 4. | Vancouver - Los Angeles | 49.0 | 50.2 | 2% | 84.4 | 82.1 | - 3% |
| 5. | Toronto - Boston | 47.7 | 47.1 | - 1% | 79.2 | 79.5 | 0.3% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | 1984 | II Quarter 1985 | Change |
|------------------------------------|-------|--------------------|--------|
| 1. Lester B. Pearson International | 3,402 | 3,500 | 3% |
| 2. Vancouver International | 1,527 | 1,554 | 2% |
| 3. Montreal International | 1,442 | 1,423 | - 1% |
| 4. Calgary International | 922 | 948 | 3% |
| 5. Winnipeg International | 531 | 531 | -- |
| 6. Ottawa International | 535 | 526 | - 2% |
| 7. Edmonton International | 469 | 457 | - 2% |
| 8. Halifax International | 414 | 447 | 8% |
| 9. Mirabel International | 304 | 321 | 5% |
| 10. Edmonton Municipal | 178 | 199 | 11% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>Year to Date</u> <u>1985</u> | <u>Change</u> |
|----------------------------|-------------|--------------------------------|---------------|-------------|------------------------------------|---------------|
| Carriers Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 22,017 | 21,470 | - 2% | 215,227 | 214,459 | -0.4% |
| Other Services | 4,193 | 3,761 | -10% | 67,575 | 64,855 | - 4% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2,172 | 1,895 | -13% | 24,210 | 21,844 | -10% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 16,881 | 16,350 | - 3% | 182,289 | 174,856 | - 4% |
| Other Services | 2,724 | 1,996 | -27% | 47,333 | 43,732 | - 8% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|--------------------------------|---------------|---------------------|----------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 103.5 | 104.5 | 1% | 1,105.0 | 1,131.4 | 2% |
| Trolley, Coach, Street- car, Subway, etc. | 28.7 | 28.4 | - 1% | 294.7 | 295.3 | -- |
| Other Services** | * | * | | * | * | |
| Total | <u>132.1</u> | <u>132.9</u> | <u>1%</u> | <u>1,399.7</u> | <u>1,426.8</u> | <u>2%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 48.1 | 49.0 | 2% | 520.6 | 552.9 | 6% |
| Trolley, Coach, Street- car, Subway, etc. | 16.1 | 16.4 | 2% | 168.7 | 178.3 | 6% |
| Other Services** | 0.4 | 0.5 | 25% | 6.5 | 7.9 | 21% |
| Total | <u>64.6</u> | <u>65.9</u> | <u>2%</u> | <u>695.8</u> | <u>739.1</u> | <u>6%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1985 | February 1986 | Change | Year to Date | | |
|---------------------|------|------------------|--------|--------------|-------|--------|
| | | | | 1985 | 1986 | Change |
| Passenger Cars | 72.7 | 80.3 | 11% | 138.9 | 149.2 | 7% |
| Commercial Vehicles | 24.3 | 30.7 | 27% | 48.2 | 58.6 | 21% |
| Total | 96.9 | 111.1 | 15% | 187.1 | 207.8 | 11% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1985 | March 1986 | Change | Year to Date | | |
|--------------------------|-------|---------------|--------|--------------|--------|--------|
| | | | | 1985 | 1986 | Change |
| Non Resident Travellers: | | | | | | |
| United States | 1,923 | 2,126 | 11% | 4,725 | 5,343 | 13% |
| All Other Countries | 77 | 88 | 13% | 189 | 206 | 9% |
| Total | 1,999 | 2,213 | 11% | 4,913 | 5,549 | 13% |
| Residents of Canada: | | | | | | |
| United States | 3,044 | 3,352 | 10% | 7,854 | 8,121 | 3% |
| All Other Countries | 279 | 285 | 2% | 699 | 742 | 6% |
| Total | 3,323 | 3,637 | 9% | 8,553 | 8,863 | 4% |
| Grand Total | 5,322 | 5,850 | 10% | 13,466 | 14,412 | 7% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1985 | January 1986 | Change | Year to Date | | |
|--------------------------|-------|-----------------|--------|--------------|-------|--------|
| | | | | 1985 | 1986 | Change |
| Motor Gasoline | 2,523 | 2,455 | - 3% | 2,523 | 2,455 | - 3% |
| Diesel Fuel Oil | 1,027 | 1,115 | 9% | 1,027 | 1,115 | 9% |
| All Other Products | 3,314 | 3,053 | - 8% | 3,314 | 3,053 | - 8% |
| Total Petroleum Products | 6,864 | 6,623 | - 4% | 6,864 | 6,623 | - 4% |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1984 | II Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 73.5 | 66.1 | -10% | 159.4 | 144.0 | -10% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 302.5 | 307.0 | 2% | 572.4 | 576.4 | 1% |
| Residential & Agriculture | 67.1 | 61.2 | - 9% | 195.2 | 181.9 | - 7% |
| Commercial, Other Institutional & Pipelines | 70.1 | 62.2 | -11% | 165.5 | 138.6 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 589.8 | 568.2 | - 4% | 1,226.9 | 1,172.1 | - 5% |
| Producer Consumption | 55.2 | 51.9 | - 6% | 116.4 | 107.2 | - 8% |
| Non-Energy Use | 76.3 | 87.0 | 14% | 128.4 | 140.3 | 9% |
| Net Supply | 734.3 | 718.8 | - 2% | 1,498.1 | 1,443.9 | - 4% |

*1984 Final Demand to Date = 0.000046 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 442.8 | 445.2 | 1% | 943.4 | 960.5 | 2% |
| Rail | 21.9 | 21.5 | - 2% | 42.6 | 41.4 | - 3% |
| Air | 30.1 | 31.7 | 5% | 58.0 | 59.8 | 3% |
| Marine | 24.0 | 18.5 | -23% | 33.9 | 28.9 | -15% |
| Road, Urban Transit & Retail Pump Sales | 305.6 | 310.6 | 2% | 578.7 | 585.7 | 1% |
| Residential & Agriculture | 254.8 | 247.7 | - 3% | 738.6 | 740.0 | -- |
| Commercial, Other Institutional and Pipelines | 238.0 | 232.3 | - 2% | 600.9 | 602.6 | -- |
| Energy Use | | | | | | |
| Final Demand** | 1,317.3 | 1,307.4 | - 1% | 2,996.0 | 3,019.1 | 1% |
| Producer Consumption | 72.1 | 1,639.3 | 127% | 165.1 | 357.0 | 116% |
| Non-Energy Use | 137.0 | 156.9 | 14% | 251.3 | 278.7 | 11% |
| Net Supply | 1,504.9 | 1,601.6 | 6% | 3,370.3 | 3,607.9 | 7% |

**1984 Final Demand to Date = 0.000120 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> | | <u>1986</u> | % Change Apr. '86 from | |
|-----------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Apr.</u> | <u>Mar.</u> | <u>Apr.</u> | <u>Apr. '85</u> | <u>Mar. '86</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 126.2 | 130.9 | 131.1 | 3.9% | -- |
| Public Transport | 145.1 | 165.5 | 165.8 | 14.3% | -- |
| Gasoline | 143.3 | 143.5 | 127.9 | -10.7% | -10.9% |

| | <u>1984</u> | | <u>1985</u> | % Change IV Qtr. '85 from | |
|---------------------|----------------|-----------------|----------------|------------------------------|---------------------|
| | <u>IV Qtr.</u> | <u>III Qtr.</u> | <u>IV Qtr.</u> | <u>IV Qtr. '84</u> | <u>III Qtr. '85</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1985</u> | | <u>1986</u> | % Change Mar. '86 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Mar.</u> | <u>Feb.</u> | <u>Mar.</u> | <u>Mar. '85</u> | <u>Feb. '86</u> |
| (1981 = 100) | | | | | |
| Industrial Product Price Index (All Commodities) | 118.4 | 120.5 | 119.9 | 1.3% | -0.4% |

2. Employment

| | <u>1985</u> | | <u>1986</u> | |
|------------------------|-------------|-------------|-------------|--|
| | <u>Apr.</u> | <u>Mar.</u> | <u>Apr.</u> | |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 10.8 | 9.6 | 9.6 | |
| Unadjusted | 11.5 | 10.9 | 10.2 | |
| No. Employed ('000)* | 11,015 | 11,301 | 11,431 | |
| No. Unemployed ('000)* | 1,437 | 1,380 | 1,303 | |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> | | <u>1986</u> | % Change Feb. '86 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Feb.</u> | <u>Jan.</u> | <u>Feb.</u> | <u>Feb. '85</u> | <u>Jan. '86</u> |
| (1971 = 100) | | | | | |
| Total | 153.1 | 160.3 | 161.3 | 5.4% | 0.6% |
| Goods Producing | 134.4 | 141.8 | 142.5 | 6.0% | 0.5% |
| Service Producing | 165.8 | 172.9 | 174.0 | 5.0% | 0.6% |
| Transportation | 160.1 | 166.3 | 167.6 | 4.7% | 0.8% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|--------------|---------------|---------------|--------------|---------------|---------------|
| <u>May 8</u> | <u>May 15</u> | <u>May 22</u> | <u>May 7</u> | <u>May 14</u> | <u>May 21</u> |
| 72.44 | 72.71 | 72.93 | 72.58 | 72.52 | 72.87 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|--------------|---------------|---------------|--------------|---------------|---------------|
| <u>May 9</u> | <u>May 16</u> | <u>May 23</u> | <u>May 8</u> | <u>May 15</u> | <u>May 22</u> |
| 9.93 | 9.70 | 9.59 | 8.72 | 8.59 | 8.43 |

6. Gross National Product

| | <u>1984</u> | <u>Annual 1985</u> | <u>%</u> |
|---|-------------|------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

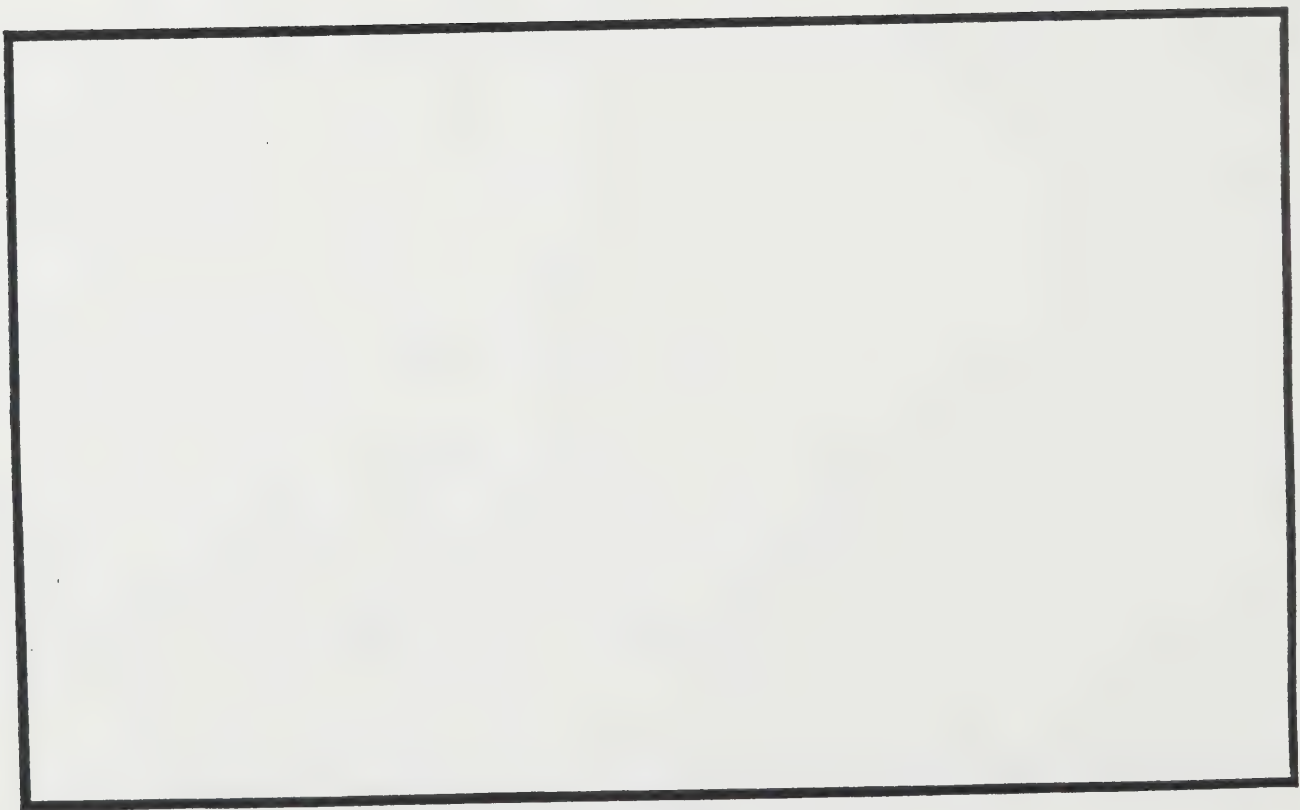
The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CA1
TA 115
- T63



Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|------------|-------------|---------------------------|---------------|------------------------------------|-------------|---------------|
| Halifax | 1,200 | 891 | -26% | 5,652 | 5,078 | -10% |
| Saint John | 587 | 853 | 45% | 3,253 | 4,812 | 48% |
| Quebec | 2,141 | 1,426 | -33% | 4,624 | 4,545 | - 2% |
| Montreal | 2,059 | 1,755 | -15% | 7,662 | 6,698 | -13% |
| Vancouver | 5,225 | 5,307 | 2% | 24,640 | 24,758 | -- |
| Total | 11,212 | 10,232 | - 9% | 45,831 | 45,891 | -- |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|----------------------------|-------------|----------------------------|---------------|------------------------------------|-------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,020 | 1,513 | -25% | 5,925 | 4,531 | -24% |
| Iron Ore | 1,071 | 753 | -30% | 3,211 | 2,653 | -17% |
| Other Bulk | 826 | 982 | 19% | 2,325 | 2,820 | 21% |
| | 3,917 | 3,248 | -17% | 11,461 | 10,004 | -13% |
| General | 321 | 422 | 31% | 1,279 | 1,197 | - 6% |
| Other | 77 | 24 | -69% | 280 | 258 | - 8% |
| Grand Total | 4,315 | 3,694 | -14% | 13,020 | 11,459 | -12% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,149 | 1,619 | -25% | 6,295 | 4,824 | 23% |
| Iron Ore | 914 | 650 | -29% | 2,535 | 2,093 | -17% |
| Coal | 667 | 635 | - 5% | 2,167 | 2,059 | - 5% |
| Other Bulk | 1,085 | 1,218 | 12% | 3,021 | 3,327 | 10% |
| | 4,815 | 4,122 | -14% | 14,018 | 12,303 | -12% |
| General | 309 | 325 | 5% | 1,087 | 981 | -10% |
| Other | 47 | 1 | -98% | 85 | 26 | -69% |
| Grand Total | 5,171 | 4,448 | -14% | 15,190 | 13,310 | -12% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|----------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 234 | 211 | -10% | 670 | 591 | -12% |
| Ocean | 138 | 136 | - 1% | 418 | 386 | - 8% |
| | <u>372</u> | <u>347</u> | <u>- 7%</u> | <u>1,088</u> | <u>977</u> | <u>-10%</u> |
| Welland Canal | | | | | | |
| Inland | 359 | 336 | - 6% | 1,073 | 947 | -12% |
| Ocean | 127 | 114 | -10% | 353 | 325 | - 8% |
| | <u>486</u> | <u>450</u> | <u>- 7%</u> | <u>1,426</u> | <u>1,272</u> | <u>-11%</u> |

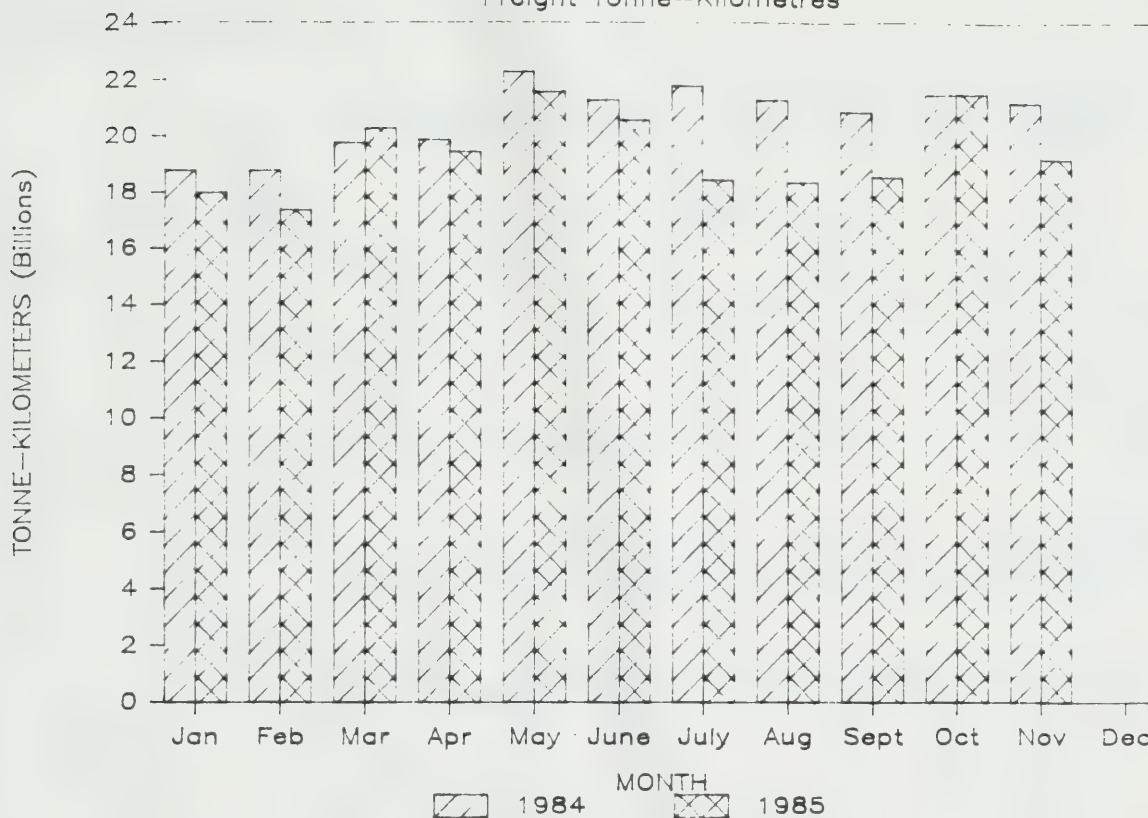
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Operating Revenues (\$) | 628.3 | 631.9 | 0.6% | 6,837.5 | 6,833.4 | -- |
| Operating Expenses (\$) | 581.7 | 582.5 | -- | 6,289.8 | 6,576.6 | 5% |
| Operating Income (\$) | 46.6 | 49.4 | 6% | 547.7 | 256.7 | -53% |
| Tonne-km, freight | 21,159.0 | 19,162.5 | - 9% | 227,545.2 | 213,454.6 | - 6% |
| Passenger-km, Intercity | 135.9 | 144.0 | 6% | 1,910.5 | 2,048.5 | 7% |
| Total | 136.4 | 144.5 | 6% | 1,918.2 | 2,054.1 | 7% |
| Passengers, Intercity | 0.447 | 0.464 | 4% | 5.673 | 5.958 | 6% |
| Total | 0.469 | 0.481 | 3% | 5.413 | 6.182 | 5% |
| Freight Train-km | 8.6 | 8.2 | - 4% | 93.5 | 89.2 | - 5% |
| Freight Car-km | 659.0 | 620.7 | - 6% | 7,168.9 | 6,760.3 | - 6% |
| Passenger Car-km | 8.5 | 9.9 | 16% | 114.8 | 120.9 | 5% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------------|-------------|-----------------------------|---------------|-------------|------------------------------------|---------------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 19,522 | 20,324 | 4% | 72,421 | 74,595 | 3% |
| Non-Carload Traffic | 3 | 2 | -27% | 11 | 9 | -21% |
| Piggyback Traffic | 984 | 1,090 | 11% | 3,771 | 4,048 | 7% |
| Receipts from U.S. Connections | 1,187 | 1,116 | - 6% | 4,632 | 4,503 | - 3% |
| Total Traffic Carried | 21,696 | 22,532 | 4% | 80,835 | 83,155 | 3% |
| Major Commodity Changes: | | | | | | |
| Coal | 4,052 | 3,696 | - 9% | 15,086 | 14,225 | - 6% |
| Grain (excl. wheat) | 511 | 834 | 63% | 1,979 | 2,943 | 49% |
| Wheat | 1,201 | 1,235 | 2% | 4,008 | 5,195 | 30% |
| Potash | 1,107 | 1,461 | 32% | 3,622 | 4,145 | 14% |

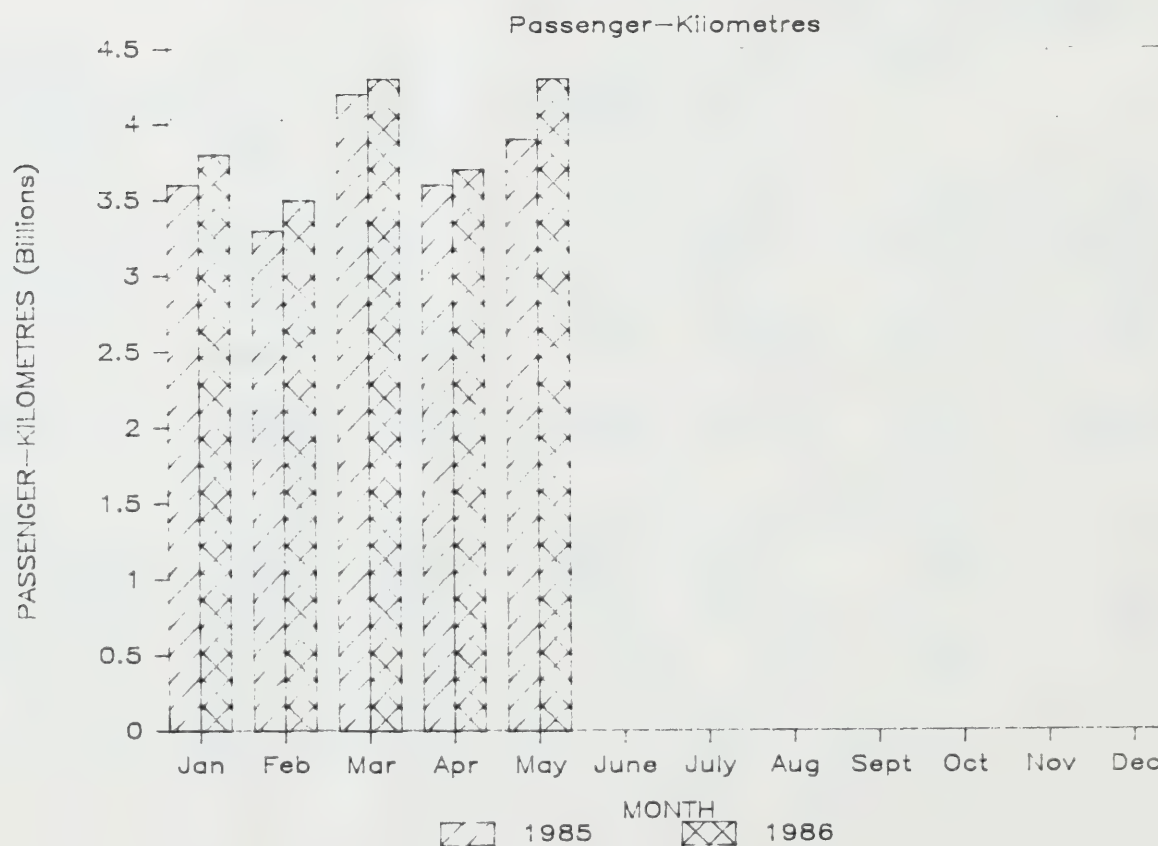
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 393.5 | 404.4 | 3% | 1,813.3 | 1,854.6 | 2% |
| Operating Expenses (\$) | 375.3 | 394.1 | 5% | 1,813.9 | 1,976.3 | 9% |
| Operating Income (\$) | 18.2 | 10.3 | -44% | -0.6 | -121.7 | -- |
| Enplaned Passengers | 1,946 | 1,965 | 1% | 9,551 | 9,526 | -0.3% |
| Passenger-km | 3,940.4 | 4,345.2 | 10% | 18,669.0 | 18,965.6 | 2% |
| Goods Tonne-km | 97.5 | 95.3 | - 2% | 474.1 | 465.5 | - 2% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada
(Charter Operations)

| | 1984 | IV Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------|---------|--------------------|--------|-----------|----------------------|--------|
| Africa | 452 | -- | -- | 452 | 13 | -97% |
| Asia | -- | 9 | -- | -- | 859 | -- |
| Europe | 91,323 | 94,474 | 3% | 955,516 | 1,045,109 | 9% |
| South | 168,204 | 189,337 | 13% | 758,419 | 898,329 | 18% |
| U.S.A. | 374,659 | 403,139 | 8% | 1,604,278 | 1,730,987 | 8% |
| Total | 634,638 | 686,959 | 8% | 3,318,665 | 3,675,287 | 11% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1984 | IV Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------|---------------------|-------|--------------------|--------|----------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 293.7 | 327.6 | 9% | 1,084.91 | 1,197.6 | 10% |
| 2. | Ottawa - Toronto | 159.4 | 169.6 | 6% | 623.7 | 633.2 | 1% |
| 3. | Calgary - Vancouver | 116.4 | 112.9 | - 3% | 436.8 | 430.0 | - 2% |
| 4. | Toronto - Vancouver | 101.8 | 111.6 | 10% | 495.3 | 458.2 | - 7% |
| 5. | Calgary - Toronto | 91.6 | 101.7 | 11% | 395.7 | 399.5 | 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 156.6 | 177.5 | 13% | 624.3 | 637.2 | 2% |
| 2. | Montreal - New York | 88.0 | 138.3 | 57% | 330.2 | 410.4 | 24% |
| 3. | Montreal - Miami | 50.4 | 55.8 | 11% | 160.7 | 165.6 | 3% |
| 4. | Toronto - Chicago | 56.6 | 55.2 | - 3% | 222.3 | 228.4 | 3% |
| 5. | Toronto - Boston | 43.9 | 45.3 | 3% | 172.8 | 171.1 | - 1% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | Sept. 1985 | Year to Date 1984 | Year to Date 1985 | Change |
|------------------------------------|---------------|----------------------|----------------------|--------|
| 1. Lester B. Pearson International | 1,149 | 9,913 | 10,273 | 4% |
| 2. Vancouver International | 536 | 4,640 | 4,667 | 1% |
| 3. Montreal International | 441 | 4,218 | 4,140 | - 2% |
| 4. Calgary International | 308 | 2,761 | 2,829 | 2% |
| 5. Winnipeg International | 168 | 1,558 | 1,560 | -- |
| 6. Ottawa International | 165 | 1,219 | 1,337 | 10% |
| 7. Edmonton International | 159 | 1,493 | 1,482 | - 1% |
| 8. Halifax International | 151 | 1,416 | 1,393 | - 2% |
| 9. Mirabel International | 119 | 942 | 990 | 5% |
| 10. Edmonton Municipal | 61 | 535 | 576 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1985</u> | <u>February</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|-------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Carriers | | | | | | |
| Reporting | 20 | 20 | | 20 | 20 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 16,664 | 16,273 | - 2% | 34,386 | 34,546 | 0.5% |
| Other Services | 5,679 | 5,405 | - 5% | 10,563 | 10,160 | - 4% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 1,815 | 1,671 | - 8% | 3,853 | 3,524 | - 9% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 12,923 | 12,877 | -0.4% | 27,918 | 27,567 | - 1% |
| Other Services | 4,288 | 3,063 | -29% | 7,834 | 5,799 | -26% |

*Figures not available.

Urban Transit
(in millions)

| | 1985 | February 1986 | Change | Year to Date | | Change |
|---|-------|------------------|--------|--------------|-------|--------|
| | 1985 | 1986 | | 1985 | 1986 | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 96.7 | 97.1 | 0.4% | 194.1 | 196.3 | 6% |
| Trolley, Coach, Street- car, Subway, etc. | 23.7 | 23.7 | -- | 50.4 | 50.7 | 1% |
| Other Services** | * | * | | * | * | |
| Total | 120.4 | 120.8 | 0.3% | 244.5 | 247.0 | 1% |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 42.8 | 43.0 | 0.5% | 88.7 | 89.0 | 0.3% |
| Trolley, Coach, Street- car, Subway, etc. | 13.6 | 13.8 | 2% | 28.9 | 29.0 | 1% |
| Other Services** | 0.7 | 0.7 | 3% | 1.2 | 1.3 | 2% |
| Total | 57.0 | 57.5 | 1% | 118.8 | 119.3 | 0.4% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | 1984 Models Only | | Models of All Years | |
|--------|------------------|------------|---------------------|------------|
| | litres/100km | miles/gall | litres/100km | miles/gall |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|---------------------|--------------|-----------------------------|---------------|--------------|------------------------------------|---------------|
| Passenger Cars | 119.9 | 119.6 | -0.3% | 362.2 | 366.0 | 1% |
| Commercial Vehicles | 37.8 | 42.3 | 12% | 120.3 | 136.8 | 14% |
| Total | <u>157.7</u> | <u>161.8</u> | <u>3%</u> | <u>482.5</u> | <u>502.8</u> | <u>4%</u> |

II. TRAVEL AND TOURISMNumber of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------|--------------|---------------------------|---------------|---------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 2,930 | 3,362 | 15% | 9,777 | 10,880 | 11% |
| All Other Countries | 176 | 210 | 19% | 470 | 525 | 12% |
| Total | <u>3,107</u> | <u>3,572</u> | <u>15%</u> | <u>10,247</u> | <u>11,405</u> | <u>11%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,106 | 3,238 | 4% | 13,964 | 14,417 | 3% |
| All Other Countries | 170 | 161 | - 5% | 1,059 | 1,099 | 4% |
| Total | <u>3,277</u> | <u>3,399</u> | <u>4%</u> | <u>15,023</u> | <u>15,515</u> | <u>3%</u> |
| Grand Total | <u>6,383</u> | <u>6,971</u> | <u>9%</u> | <u>25,270</u> | <u>26,921</u> | <u>6%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGYDomestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1985</u> | <u>March</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,439 | 2,360 | - 3% | 7,284 | 7,079 | - 3% |
| Diesel Fuel Oil | 1,078 | 1,050 | - 3% | 3,166 | 3,222 | 2% |
| All Other Products | 2,476 | 2,449 | - 1% | 8,521 | 8,251 | - 3% |
| Total Petroleum Products | <u>5,993</u> | <u>5,859</u> | <u>- 2%</u> | <u>18,971</u> | <u>18,552</u> | <u>- 2%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1984 | III Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|---|-------|---------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 75.0 | 65.2 | -13% | 235.4 | 202.3 | -14% |
| Rail | 21.3 | 21.1 | - 1% | 63.9 | 64.7 | 1% |
| Air | 34.9 | 36.6 | 5% | 92.9 | 96.5 | 4% |
| Marine | 25.5 | 21.6 | -16% | 60.5 | 51.8 | -14% |
| Road, Urban Transit & Retail Pump Sales | 317.0 | 333.0 | 5% | 886.1 | 913.1 | 3% |
| Residential & Agriculture | 45.5 | 48.8 | 7% | 237.7 | 229.9 | - 3% |
| Commercial, Other Institutional & Pipelines | 74.5 | 63.0 | -15% | 245.9 | 203.1 | -17% |
| Energy Use- | | | | | | |
| Final Demand** | 593.8 | 589.3 | - 1% | 1,882.4 | 1,761.3 | - 3% |
| Producer Consumption | 53.2 | 55.7 | 5% | 169.7 | 162.9 | - 4% |
| Non-Energy Use | 101.7 | 117.0 | 15% | 230.1 | 256.4 | 10% |
| Net Supply | 764.1 | 779.2 | 2% | 2,263.6 | 2,222.5 | - 2% |

*1984 Final Demand to Date = 0.000069 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 391.9 | 439.0 | 12% | 1,262.2 | 1,394.1 | 11% |
| Rail | 21.3 | 21.1 | - 1% | 63.9 | 64.7 | 1% |
| Air | 34.9 | 36.6 | 5% | 92.9 | 96.5 | 4% |
| Marine | 25.5 | 21.6 | -16% | 60.5 | 51.8 | -14% |
| Road, Urban Transit & Retail Pump Sales | 321.0 | 336.8 | 5% | 896.5 | 924.9 | 3% |
| Residential & Agriculture | 166.8 | 181.6 | 9% | 900.6 | 919.9 | 2% |
| Commercial, Other Institutional and Pipelines | 206.7 | 203.4 | - 2% | 818.1 | 738.4 | -10% |
| Energy Use | | | | | | |
| Final Demand** | 1,168.2 | 1,240.0 | 6% | 4,094.7 | 4,259.1 | 4% |
| Producer Consumption | 77.6 | 159.2 | 105% | 239.7 | 516.1 | 115% |
| Non-Energy Use | 166.7 | 188.8 | 13% | 415.0 | 466.6 | 12% |
| Net Supply | 1,409.2 | 1,586.4 | 13% | 4,702.8 | 5,193.6 | 10% |

**1984 Final Demand to Date = 0.000167 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> | | <u>1986</u> | % Change June '86 from | |
|-----------------------|-------------|------------|-------------|---------------------------|----------------|
| | <u>June</u> | <u>May</u> | <u>June</u> | <u>June '85</u> | <u>May '86</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 127.2 | 131.7 | 131.9 | 3.7% | 0.2% |
| Public Transport | 150.5 | 165.5 | 166.8 | 10.8% | 0.8% |
| Gasoline | 141.5 | 122.5 | 122.6 | -13.4% | 0.1% |

| | <u>1984</u> | | <u>1985</u> | % Change IV Qtr. '85 from | |
|---------------------|----------------|-----------------|----------------|------------------------------|---------------------|
| | <u>IV Qtr.</u> | <u>III Qtr.</u> | <u>IV Qtr.</u> | <u>IV Qtr. '84</u> | <u>III Qtr. '85</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1985</u> | | <u>1986</u> | % Change May '86 from | |
|---|-------------|-------------|-------------|--------------------------|-----------------|
| | <u>May</u> | <u>Apr.</u> | <u>May</u> | <u>May '85</u> | <u>Apr. '86</u> |
| (1981 = 100) | | | | | |
| Industrial Product Price Index (All Commodities) | 118.6 | 119.7 | 119.0 | 0.3% | -0.6% |

2. Employment

| | <u>1985</u> | | <u>1986</u> | |
|------------------------|-------------|--|-------------|-------------|
| | <u>June</u> | | <u>May</u> | <u>June</u> |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 10.4 | | 9.6 | 9.5 |
| Unadjusted | 10.0 | | 9.5 | 9.1 |
| No. Employed ('000)* | 11,624 | | 11,696 | 11,997 |
| No. Unemployed ('000)* | 1,283 | | 1,227 | 1,205 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> | | <u>1986</u> | % Change Apr. '86 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Apr.</u> | <u>Mar.</u> | <u>Apr.</u> | <u>Apr. '85</u> | <u>Mar. '86</u> |
| (1971 = 100) | | | | | |
| Total | 154.3 | 159.2 | 161.7 | 4.8% | 1.6% |
| Goods Producing | 135.4 | 139.2 | 141.9 | 4.8% | 1.9% |
| Service Producing | 167.1 | 172.9 | 175.1 | 4.8% | 1.3% |
| Transportation | 160.7 | 165.0 | 167.2 | 4.0% | 1.3% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|---------------|----------------|
| <u>July 3</u> | <u>July 10</u> | <u>July 17</u> | <u>July 2</u> | <u>July 9</u> | <u>July 16</u> |
| 73.57 | 73.75 | 74.02 | 72.11 | 72.46 | 72.65 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>July 4</u> | <u>July 11</u> | <u>July 18</u> | <u>July 3</u> | <u>July 10</u> | <u>July 17</u> |
| 9.58 | 9.45 | 9.30 | 8.65 | 8.57 | 8.34 |

6. Gross National Product

| | <u>1984</u> | <u>Annual 1985</u> | <u>%</u> |
|---|-------------|------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

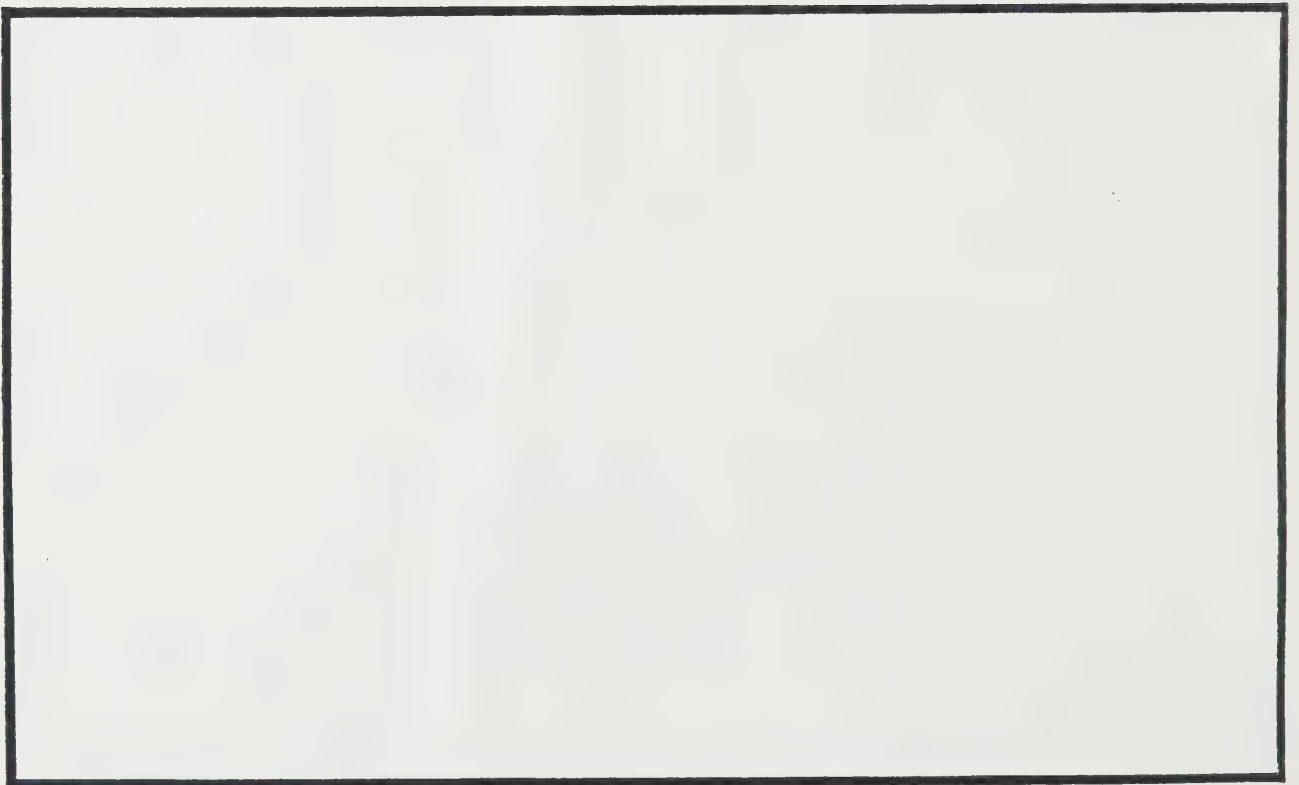
The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CA1
TA 115
-T63

Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. TRANSPORTATION

1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|------------|---------------|----------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,191 | 1,241 | 4% | 6,843 | 6,319 | - 8% |
| Saint John | 526 | 1,212 | 130% | 3,779 | 6,024 | 59% |
| Quebec | 1,991 | 1,431 | -28% | 6,615 | 5,977 | - 9% |
| Montreal | 2,040 | 1,848 | - 9% | 9,702 | 8,546 | -12% |
| Vancouver | 4,303 | 5,174 | 20% | 28,942 | 29,932 | 3% |
| Total | <u>10,051</u> | <u>10,906</u> | <u>9%</u> | <u>55,882</u> | <u>56,798</u> | <u>2%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1985</u> | <u>July</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|----------------------------|--------------|----------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,574 | 1,538 | - 2% | 7,500 | 6,067 | -19% |
| Iron Ore | 926 | 753 | -19% | 4,138 | 3,412 | -17% |
| Other Bulk | 732 | 921 | 26% | 3,057 | 3,795 | 24% |
| | <u>3,232</u> | <u>3,212</u> | <u>- 1%</u> | <u>14,695</u> | <u>13,274</u> | <u>-10%</u> |
| General | 409 | 420 | 3% | 1,689 | 1,597 | - 5% |
| Other | 44 | 95 | 116% | 322 | 378 | 17% |
| Grand Total | <u>3,685</u> | <u>3,727</u> | <u>1%</u> | <u>16,706</u> | <u>15,249</u> | <u>- 9%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,713 | 1,590 | - 7% | 8,008 | 6,400 | -20% |
| Iron Ore | 959 | 613 | -36% | 3,495 | 2,726 | -22% |
| Coal | 432 | 694 | 61% | 2,600 | 2,783 | 7% |
| Other Bulk | 953 | 953 | -- | 3,975 | 4,376 | 10% |
| | <u>4,057</u> | <u>3,850</u> | <u>- 5%</u> | <u>18,078</u> | <u>16,285</u> | <u>-10%</u> |
| General | 353 | 371 | 5% | 1,440 | 1,312 | - 9% |
| Other | 20 | 21 | 5% | 143 | 77 | -46% |
| Grand Total | <u>4,430</u> | <u>4,242</u> | <u>- 4%</u> | <u>19,621</u> | <u>17,674</u> | <u>-10%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1985</u> | <u>July</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|----------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 192 | 223 | 16% | 862 | 814 | - 6% |
| Ocean | 143 | 148 | 3% | 561 | 534 | - 5% |
| | <u>335</u> | <u>371</u> | <u>11%</u> | <u>1,423</u> | <u>1,348</u> | <u>- 5%</u> |
| Welland Canal | | | | | | |
| Inland | 291 | 274 | - 6% | 1,364 | 1,222 | -10% |
| Ocean | 114 | 114 | -- | 467 | 439 | - 6% |
| | <u>405</u> | <u>388</u> | <u>- 4%</u> | <u>1,831</u> | <u>1,661</u> | <u>- 9%</u> |

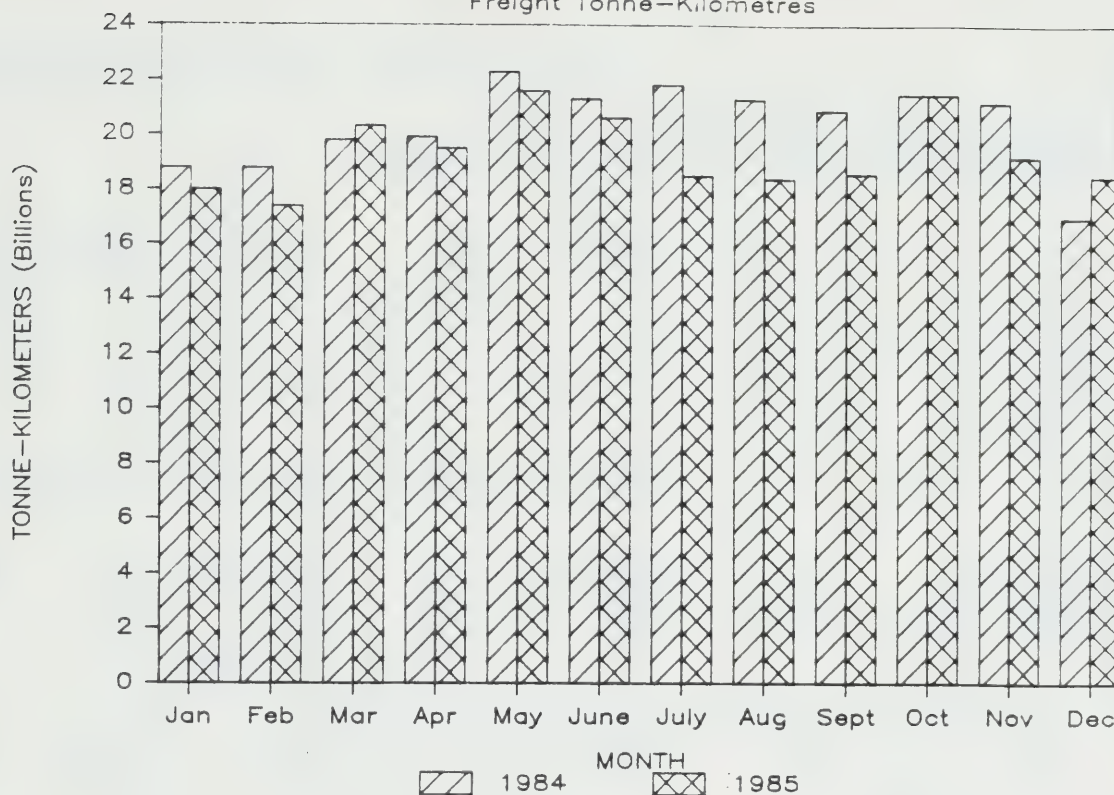
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Operating Revenues (\$) | 517.0 | 618.4 | 20% | 7,350.2 | 7,451.8 | 1% |
| Operating Expenses (\$) | 561.6 | 601.9 | 7% | 6,834.7 | 7,178.6 | 5% |
| Operating Income (\$) | -44.6 | 16.5 | 63% | 515.5 | 273.2 | -47% |
| Tonne-km, freight | 17,000.1 | 18,522.0 | 9% | 244,670.3 | 231,976.7 | - 5% |
| Passenger-km, Intercity | 176.6 | 173.6 | - 2% | 2,085.8 | 2,222.1 | 7% |
| Total | 177.1 | 174.0 | - 2% | 2,092.1 | 2,228.1 | 6% |
| Passengers, Intercity | 0.551 | 0.537 | - 3% | 6.035 | 6.495 | 8% |
| Total | 0.569 | 0.551 | - 3% | 6.307 | 6.733 | 7% |
| Freight Train-km | 7.3 | 7.7 | 5% | 100.8 | 96.9 | - 4% |
| Freight Car-km | 540.2 | 574.5 | 6% | 7,709.0 | 7,335.5 | - 5% |
| Passenger Car-km | 10.3 | 11.1 | 8% | 124.7 | 132.0 | 6% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings

(in thousands of tonnes)

| | 1985 | May 1986 | Change | Year to Date 1985 | 1986 | Change |
|-----------------------------------|---------------|---------------|-------------|----------------------|----------------|-----------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 20,927 | 20,147 | - 3% | 93,348 | 94,742 | 1% |
| Non-Carload Traffic | 3 | 2 | -28% | 15 | 11 | -22% |
| Piggyback Traffic | 1,032 | 1,033 | -- | 4,803 | 5,081 | 6% |
| Receipts from U.S. Connections | 1,114 | 1,082 | - 3% | 5,746 | 5,585 | - 3% |
| Total Traffic Carried | 23,077 | 22,265 | - 3% | 103,912 | 105,420 | 1% |
| Major Commodity Changes: | | | | | | |
| Coal | 3,673 | 3,432 | - 7% | 18,849 | 17,657 | - 6% |
| Grain (excl. wheat) | 492 | 774 | 57% | 2,471 | 3,717 | 50% |
| Wheat | 2,424 | 2,069 | -14% | 6,432 | 7,264 | 13% |

3. Air

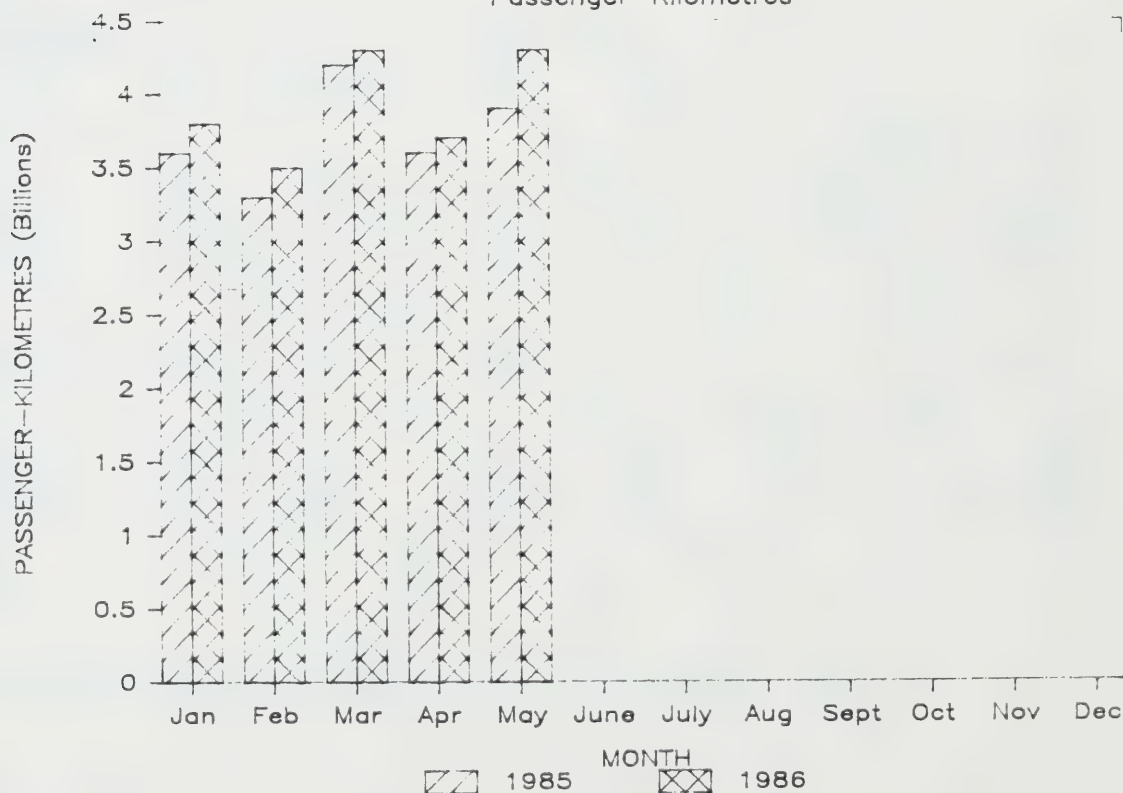
Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 393.5 | 404.4 | 3% | 1,813.3 | 1,854.6 | 2% |
| Operating Expenses (\$) | 375.3 | 394.1 | 5% | 1,813.9 | 1,976.3 | 9% |
| Operating Income (\$) | 18.2 | 10.3 | -44% | -0.6 | -121.7 | -- |
| Enplaned Passengers | 1,946 | 1,965 | 1% | 9,551 | 9,526 | -0.3% |
| Passenger-km | 3,940.4 | 4,345.2 | 10% | 18,669.0 | 18,965.6 | 2% |
| Goods Tonne-km | 97.5 | 95.3 | - 2% | 474.1 | 465.5 | - 2% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS

Passenger-Kilometres



International Passengers In and Out of Canada
(Charter Operations)

| | 1984 | IV Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------|---------|--------------------|--------|-----------|----------------------|--------|
| Africa | 452 | -- | -- | 452 | 13 | -97% |
| Asia | -- | 9 | -- | -- | 859 | -- |
| Europe | 91,323 | 94,474 | 3% | 955,516 | 1,045,109 | 9% |
| South | 168,204 | 189,337 | 13% | 758,419 | 898,329 | 18% |
| U.S.A. | 374,659 | 403,139 | 8% | 1,604,278 | 1,730,987 | 8% |
| Total | 634,638 | 686,959 | 8% | 3,318,665 | 3,675,287 | 11% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | 1984 | IV Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|--------------------|---------------------|-------|--------------------|--------|----------|----------------------|--------|
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 293.7 | 327.6 | 9% | 1,084.91 | 1,197.6 | 10% |
| 2. | Ottawa - Toronto | 159.4 | 169.6 | 6% | 623.7 | 633.2 | 1% |
| 3. | Calgary - Vancouver | 116.4 | 112.9 | - 3% | 436.8 | 430.0 | - 2% |
| 4. | Toronto - Vancouver | 101.8 | 111.6 | 10% | 495.3 | 458.2 | - 7% |
| 5. | Calgary - Toronto | 91.6 | 101.7 | 11% | 395.7 | 399.5 | 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 156.6 | 177.5 | 13% | 624.3 | 637.2 | 2% |
| 2. | Montreal - New York | 88.0 | 138.3 | 57% | 330.2 | 410.4 | 24% |
| 3. | Montreal - Miami | 50.4 | 55.8 | 11% | 160.7 | 165.6 | 3% |
| 4. | Toronto - Chicago | 56.6 | 55.2 | - 3% | 222.3 | 228.4 | 3% |
| 5. | Toronto - Boston | 43.9 | 45.3 | 3% | 172.8 | 171.1 | - 1% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | Sept. 1985 | Year to Date 1984 | Year to Date 1985 | Change |
|------------------------------------|---------------|----------------------|----------------------|--------|
| 1. Lester B. Pearson International | 1,149 | 9,913 | 10,273 | 4% |
| 2. Vancouver International | 536 | 4,640 | 4,667 | 1% |
| 3. Montreal International | 441 | 4,218 | 4,140 | - 2% |
| 4. Calgary International | 308 | 2,761 | 2,829 | 2% |
| 5. Winnipeg International | 168 | 1,558 | 1,560 | -- |
| 6. Ottawa International | 165 | 1,219 | 1,337 | 10% |
| 7. Edmonton International | 159 | 1,493 | 1,482 | - 1% |
| 8. Halifax International | 151 | 1,416 | 1,393 | - 2% |
| 9. Mirabel International | 119 | 942 | 990 | 5% |
| 10. Edmonton Municipal | 61 | 535 | 576 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|----------------------------|-------------|---------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Carriers Reporting | 20 | 20 | | 20 | 20 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17,366 | 17,453 | 0.5% | 87,797 | 87,538 | -0.3% |
| Other Services | 6,348 | 6,901 | 9% | 27,793 | 27,790 | -- |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 1,736 | 1,728 | -0.5% | 9,576 | 8,899 | - 7% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 14,056 | 14,243 | 1% | 70,880 | 70,227 | - 1% |
| Other Services | 5,040 | 5,294 | 5% | 20,558 | 16,200 | -21% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1985</u> | <u>May 1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|-------------|---------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 94.4 | 99.6 | 5% | 490.0 | 500.8 | 2% |
| Trolley, Coach, Street- car, Subway, etc. | 22.7 | 23.6 | 4% | 125.7 | 127.0 | 1% |
| Other Services** | * | * | | * | * | |
| Total | 117.2 | 123.2 | 5% | 615.6 | 627.9 | 2% |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 46.3 | 46.0 | -0.5% | 235.3 | 226.4 | - 4% |
| Trolley, Coach, Street- car, Subway, etc. | 14.2 | 14.4 | 2% | 72.9 | 73.5 | 1% |
| Other Services** | 0.7 | 0.7 | - 4% | 3.1 | 3.2 | 2% |
| Total | 61.1 | 61.1 | -- | 311.3 | 303.2 | - 3% |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|---------------------|--------------|-----------------------------|---------------|--------------|------------------------------------|---------------|
| Passenger Cars | 119.9 | 119.6 | -0.3% | 362.2 | 366.0 | 1% |
| Commercial Vehicles | 37.8 | 42.3 | 12% | 120.3 | 136.8 | 14% |
| Total | <u>157.7</u> | <u>161.8</u> | <u>3%</u> | <u>482.5</u> | <u>502.8</u> | <u>4%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------|--------------|----------------------------|---------------|---------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 3,962 | 4,340 | 9% | 13,739 | 15,220 | 11% |
| All Other Countries | 241 | 296 | 23% | 711 | 822 | 15% |
| Total | <u>4,204</u> | <u>4,637</u> | <u>10%</u> | <u>14,450</u> | <u>16,042</u> | <u>11%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,328 | 3,436 | 3% | 17,292 | 17,852 | 3% |
| All Other Countries | 168 | 145 | -13% | 1,227 | 1,244 | 1% |
| Total | <u>3,495</u> | <u>3,580</u> | <u>2%</u> | <u>18,519</u> | <u>19,096</u> | <u>3%</u> |
| Grand Total | <u>7,699</u> | <u>8,218</u> | <u>7%</u> | <u>32,969</u> | <u>35,138</u> | <u>7%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,614 | 2,629 | 1% | 9,897 | 9,708 | - 2% |
| Diesel Fuel Oil | 1,093 | 1,143 | 5% | 4,259 | 4,365 | 2% |
| All Other Products | 2,278 | 2,126 | - 7% | 10,800 | 10,177 | - 6% |
| Total Petroleum Products | <u>5,984</u> | <u>5,898</u> | <u>- 1%</u> | <u>24,956</u> | <u>24,250</u> | <u>- 3%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1984 | IV Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|---|-------|--------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 83.3 | 81.0 | - 3% | 319.3 | 281.3 | -12% |
| Rail | 23.5 | 20.8 | -12% | 86.7 | 85.5 | - 1% |
| Air | 30.3 | 31.1 | 3% | 122.6 | 128.5 | 5% |
| Marine | 24.9 | 22.6 | - 9% | 85.4 | 74.1 | -13% |
| Road, Urban Transit & Retail Pump Sales | 305.7 | 308.6 | 1% | 1,195.4 | 1,222.5 | 2% |
| Residential & Agriculture | 89.1 | 97.0 | 9% | 326.6 | 327.2 | -- |
| Commercial, Other Institutional & Pipelines | 78.8 | 69.0 | -12% | 320.9 | 270.1 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 635.7 | 630.0 | - 1% | 2,457.1 | 2,389.3 | - 3% |
| Producer Consumption | 57.8 | 59.0 | 2% | 227.5 | 221.9 | - 2% |
| Non-Energy Use | 76.3 | 78.5 | 3% | 306.8 | 335.8 | 9% |
| Net Supply | 784.8 | 781.4 | -0.4% | 3,048.1 | 3,003.9 | - 1% |

*1984 Final Demand to Date = 0.000093 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 490.0 | 513.4 | 5% | 1,870.8 | 1,903.7 | 2% |
| Rail | 23.5 | 20.8 | -12% | 86.7 | 85.5 | - 1% |
| Air | 30.3 | 31.1 | 3% | 122.6 | 128.5 | 5% |
| Marine | 24.9 | 22.6 | - 9% | 85.4 | 74.1 | -13% |
| Road, Urban Transit & Retail Pump Sales | 310.6 | 313.7 | 1% | 1,210.8 | 1,239.5 | 2% |
| Residential & Agriculture | 341.8 | 377.3 | 9% | 1,245.0 | 1,297.3 | - 4% |
| Commercial, Other Institutional and Pipelines | 316.4 | 313.1 | - 1% | 1,114.7 | 1,118.0 | 0.3% |
| Energy Use | | | | | | |
| Final Demand** | 1,537.6 | 1,591.9 | 4% | 5,736.1 | 5,846.6 | 2% |
| Producer Consumption | 102.9 | 214.3 | 108% | 343.2 | 725.6 | 111% |
| Non-Energy Use | 136.9 | 148.7 | 9% | 557.6 | 615.2 | 10% |
| Net Supply | 1,814.8 | 1,995.7 | 10% | 6,630.1 | 7,181.3 | 8% |

**1984 Final Demand to Date = 0.000229 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> <u>July</u> | <u>June</u> | <u>1986</u> <u>July</u> | % Change July '86 from | |
|-----------------------|----------------------------|-------------|----------------------------|---------------------------|-----------------|
| (1981 = 100) | | | | <u>July '85</u> | <u>June '86</u> |
| Consumer Price Index: | | | | | |
| All items | 127.6 | 131.9 | 132.9 | 4.2% | 0.8% |
| Public Transport | 155.3 | 166.8 | 187.2 | 20.5% | 12.2% |
| Gasoline | 139.1 | 122.6 | 121.8 | -12.4% | -0.7% |

| | <u>1984</u> <u>IV Qtr.</u> | <u>1985</u> <u>III Qtr.</u> | <u>1985</u> <u>IV Qtr.</u> | % Change IV Qtr. '85 from | |
|---------------------|-------------------------------|--------------------------------|-------------------------------|------------------------------|---------------------|
| (1981 = 100) | | | | <u>IV Qtr. '84</u> | <u>III Qtr. '85</u> |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1985</u> <u>June</u> | <u>May</u> | <u>1986</u> <u>June</u> | % Change June '86 from | |
|---|----------------------------|------------|----------------------------|---------------------------|----------------|
| (1981 = 100) | | | | <u>June '85</u> | <u>May '86</u> |
| Industrial Product Price Index (All Commodities) | 118.6 | 119.0 | 118.9 | 0.3% | -- |

2. Employment

| | <u>1985</u> <u>July</u> | <u>June</u> | <u>1986</u> <u>July</u> |
|------------------------|----------------------------|-------------|----------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 10.4 | 9.5 | 9.9 |
| Unadjusted | 9.7 | 9.1 | 9.3 |
| No. Employed ('000)* | 11,832 | 11,997 | 12,060 |
| No. Unemployed ('000)* | 1,272 | 1,205 | 1,231 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> <u>May</u> | <u>1986</u> <u>Apr.</u> | <u>May</u> | % Change May '86 from | |
|-------------------|---------------------------|----------------------------|------------|--------------------------|-----------------|
| (1971 = 100) | | | | <u>May '85</u> | <u>Apr. '86</u> |
| Total | 154.9 | 161.7 | 160.1 | 3.4% | -1.0% |
| Goods Producing | 135.7 | 141.7 | 139.8 | 3.0% | -1.3% |
| Service Producing | 167.9 | 175.3 | 173.9 | 2.3% | -0.8% |
| Transportation | 160.9 | 166.9 | 162.6 | 1.1% | -2.6% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | | <u>1986</u> | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Aug. 7</u> | <u>Aug. 14</u> | <u>Aug. 21</u> | <u>Aug. 6</u> | <u>Aug. 13</u> | <u>Aug. 20</u> |
| 73.77 | 73.59 | 73.82 | 72.43 | 72.15 | 71.91 |

5. Bank of Canada Rate

| <u>1985</u> | | | | <u>1986</u> | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Aug. 8</u> | <u>Aug. 15</u> | <u>Aug. 22</u> | <u>Aug. 7</u> | <u>Aug. 14</u> | <u>Aug. 21</u> |
| 9.33 | 9.30 | 9.20 | 8.63 | 8.53 | 8.58 |

6. Gross National Product

| | <u>1984</u> | <u>Annual 1985</u> | <u>%</u> |
|---|-------------|------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

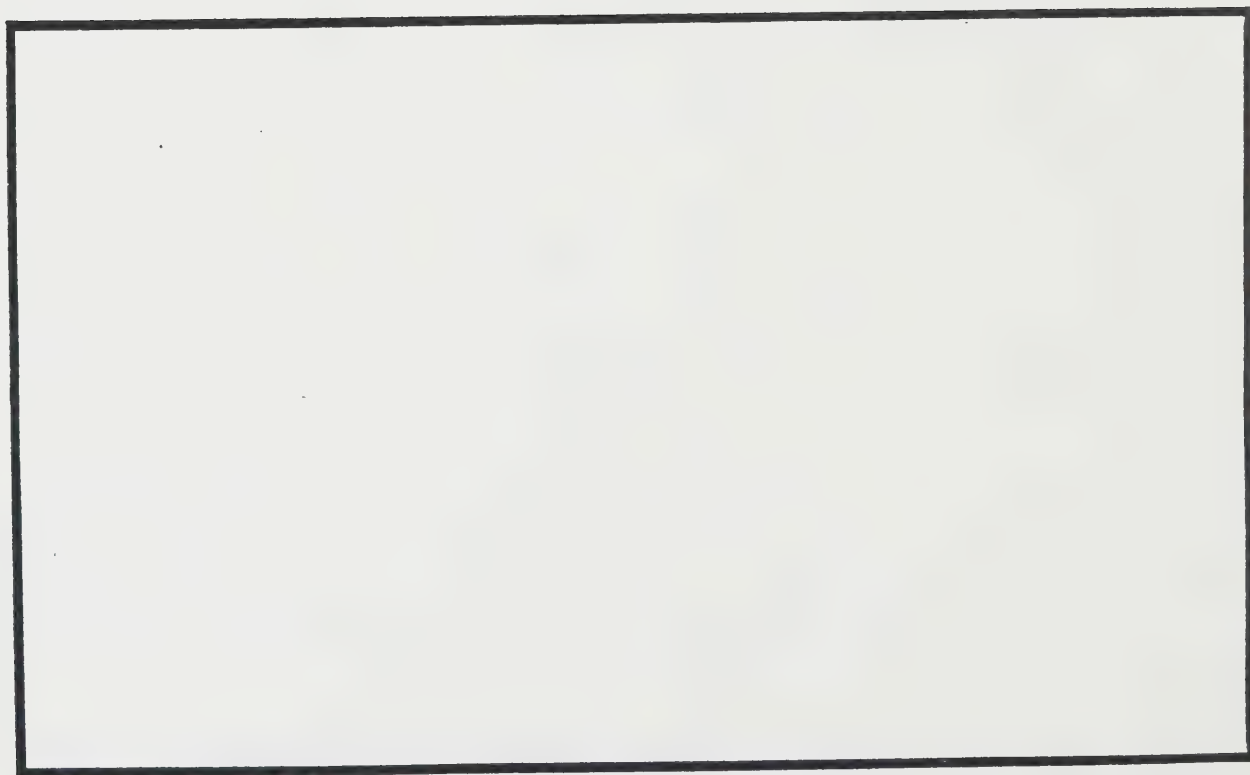
The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CAI
TA115
-T63

Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



I. **TRANSPORTATION**1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|------------|-------------|---------------------------|---------------|------------------------------------|-------------|---------------|
| Halifax | 1,200 | 891 | -26% | 5,652 | 5,078 | -10% |
| Saint John | 587 | 853 | -45% | 3,253 | 4,812 | 48% |
| Quebec | 2,141 | 1,426 | -33% | 4,624 | 4,545 | - 2% |
| Montreal | 2,059 | 1,755 | -15% | 7,662 | 6,698 | -13% |
| Vancouver | 5,225 | 5,307 | 2% | 24,640 | 24,758 | -- |
| Total | 11,212 | 10,232 | - 9% | 45,831 | 45,891 | -- |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|----------------------------|-------------|---------------------------|---------------|------------------------------------|-------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,457 | 1,993 | -19% | 3,905 | 3,032 | -22% |
| Iron Ore | 1,245 | 1,189 | - 5% | 2,139 | 1,868 | -13% |
| Other Bulk | 943 | 991 | 5% | 1,499 | 1,796 | 20% |
| | 4,645 | 4,173 | -10% | 7,543 | 6,696 | -11% |
| General | 521 | 455 | -13% | 957 | 809 | -16% |
| Other | 83 | 91 | 10% | 205 | 239 | 17% |
| Grand Total | 5,249 | 4,719 | -10% | 8,705 | 7,744 | -11% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 2,539 | 2,069 | -19% | 4,145 | 3,213 | -23% |
| Iron Ore | 1,029 | 918 | -11% | 1,621 | 1,417 | -13% |
| Coal | 961 | 762 | -21% | 1,500 | 1,408 | - 6% |
| Other Bulk | 1,202 | 992 | -18% | 1,936 | 2,076 | 7% |
| | 5,731 | 4,741 | -17% | 9,202 | 8,114 | -12% |
| General | 443 | 365 | -18% | 778 | 671 | -14% |
| Other | 38 | 22 | -42% | 38 | 21 | -45% |
| Grand Total | 6,212 | 5,128 | -18% | 10,018 | 8,806 | -12% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1985</u> | <u>May</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> <u>1985</u> | <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|---------------------------|---------------|------------------------------------|-------------|---------------|
| Montreal - Lake Ontario | | | | | | |
| Inland | 267 | 216 | -19% | 436 | 382 | -12% |
| Ocean | 180 | 156 | -13% | 280 | 250 | -11% |
| | <u>447</u> | <u>372</u> | <u>-17%</u> | <u>716</u> | <u>632</u> | <u>-12%</u> |
| Welland Canal | | | | | | |
| Inland | 419 | 333 | -21% | 714 | 614 | -14% |
| Ocean | 146 | 137 | - 6% | 226 | 211 | - 7% |
| | <u>565</u> | <u>470</u> | <u>-17%</u> | <u>940</u> | <u>825</u> | <u>-12%</u> |

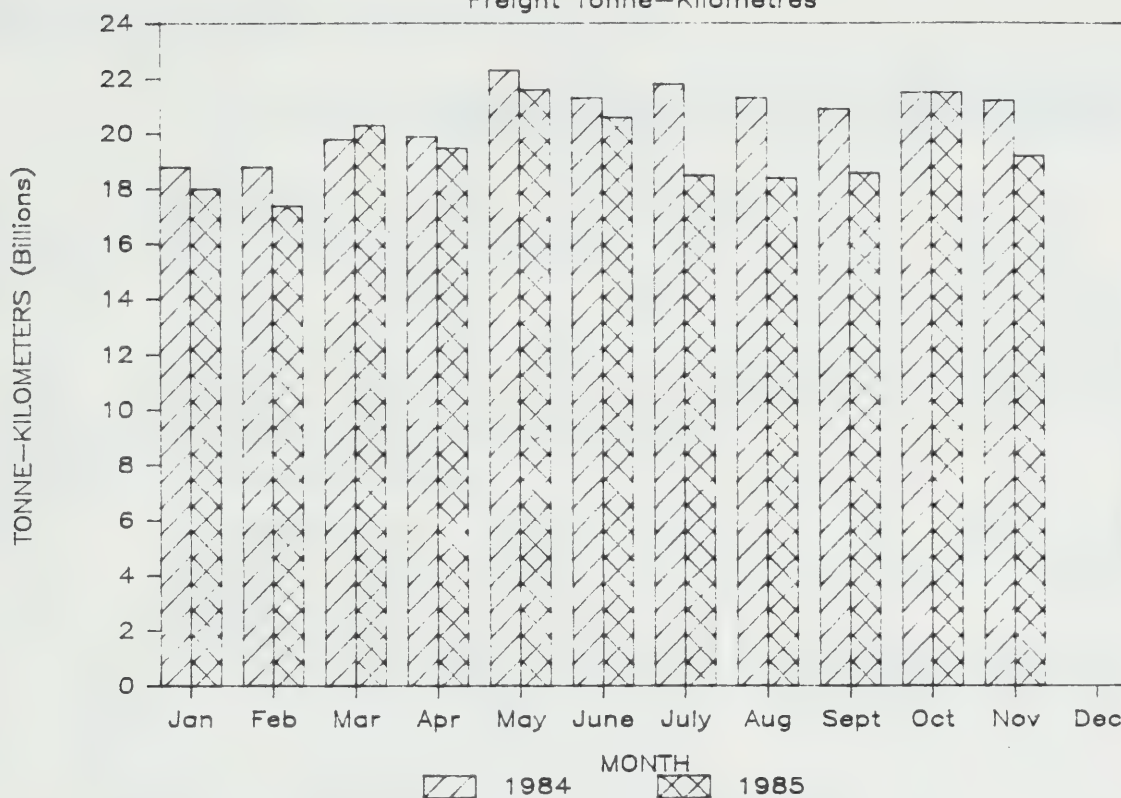
2. RailOperating Statistics*
(in millions)

| | <u>1984</u> | <u>November</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> <u>1984</u> | <u>1985</u> | <u>Change</u> |
|-------------------------|-------------|--------------------------------|---------------|------------------------------------|-------------|---------------|
| Operating Revenues (\$) | 628.3 | 631.9 | 0.6% | 6,837.5 | 6,833.4 | -- |
| Operating Expenses (\$) | 581.7 | 582.5 | -- | 6,289.8 | 6,576.6 | 5% |
| Operating Income (\$) | 46.6 | 49.4 | 6% | 547.7 | 256.7 | -53% |
| Tonne-km, freight | 21,159.0 | 19,162.5 | - 9% | 227,545.2 | 213,454.6 | - 6% |
| Passenger-km, Intercity | 135.9 | 144.0 | 6% | 1,910.5 | 2,048.5 | 7% |
| Total | 136.4 | 144.5 | 6% | 1,918.2 | 2,054.1 | 7% |
| Passengers, Intercity | 0.447 | 0.464 | 4% | 5.673 | 5.958 | 6% |
| Total | 0.469 | 0.481 | 3% | 5.413 | 6.182 | 5% |
| Freight Train-km | 8.6 | 8.2 | - 4% | 93.5 | 89.2 | - 5% |
| Freight Car-km | 659.0 | 620.7 | - 6% | 7,168.9 | 6,760.3 | - 6% |
| Passenger Car-km | 8.5 | 9.9 | 16% | 114.8 | 120.9 | 5% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings
(in thousands of tonnes)

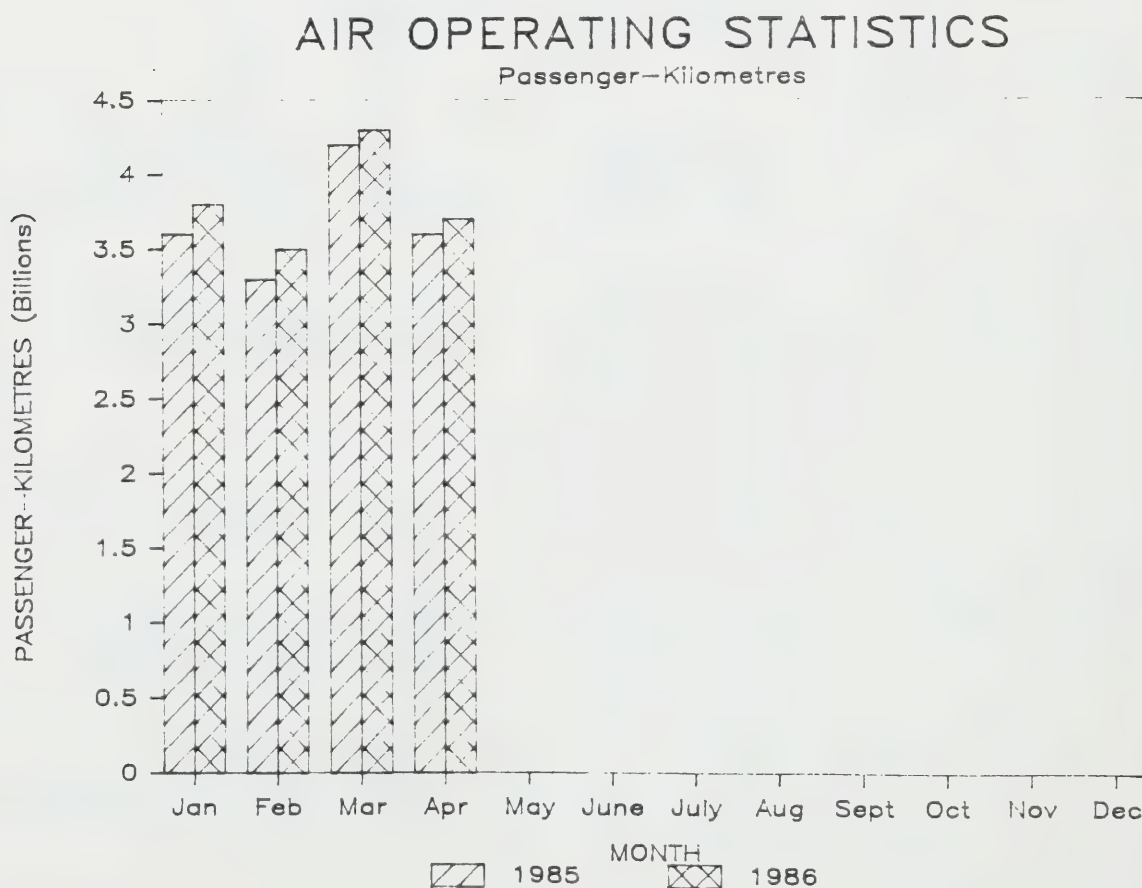
| | 1985 | April 1986 | Change | 1985 | Year to Date 1986 | Change |
|--------------------------------------|---------------|---------------|-----------|---------------|----------------------|-----------|
| Carload Traffic (excl. Piggyback) | 19,522 | 20,324 | 4% | 72,421 | 74,595 | 3% |
| Non-Carload Traffic | 3 | 2 | -27% | 11 | 9 | -21% |
| Piggyback Traffic | 984 | 1,090 | 11% | 3,771 | 4,048 | 7% |
| Receipts from U.S. Connections | 1,187 | 1,116 | - 6% | 4,632 | 4,503 | - 3% |
| Total Traffic Carried | 21,696 | 22,532 | 4% | 80,835 | 83,155 | 3% |
| Major Commodity Changes: | | | | | | |
| Coal | 4,052 | 3,696 | - 9% | 15,086 | 14,225 | - 6% |
| Grain (excl. wheat) | 511 | 834 | 63% | 1,979 | 2,943 | 49% |
| Wheat | 1,201 | 1,235 | 2% | 4,008 | 5,195 | 30% |
| Potash | 1,107 | 1,461 | 32% | 3,622 | 4,145 | 14% |

3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 370.0 | 366.6 | - 1% | 1,419.8 | 1,450.2 | 2% |
| Operating Expenses (\$) | 370.2 | 388.9 | 5% | 1,438.6 | 1,582.2 | 10% |
| Operating Income (\$) | -0.2 | -22.3 | -- | -18.8 | -132.0 | -602% |
| Enplaned Passengers | 1,958 | 1,820 | - 7% | 7,634 | 7,565 | - 1% |
| Passenger-km | 3,664.5 | 3,750.6 | 2% | 14,728.6 | 15,281.0 | 4% |
| Goods Tonne-km | 97.6 | 92.3 | - 5% | 376.7 | 366.7 | - 3% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.



International Passengers In and Out of Canada
(Charter Operations)

| | 1984 | III Quarter | | Change | 1984 | Year to Date | | Change |
|--------|---------|-------------|-----|--------|-----------|--------------|----|--------|
| | | 1985 | | | | 1985 | | |
| Africa | -- | 13 | -- | -- | -- | 13 | -- | -- |
| Asia | -- | 136 | -- | -- | -- | 837 | -- | -- |
| Europe | 561,871 | 577,400 | 3% | | 864,193 | 950,635 | | 10% |
| South | 56,614 | 62,918 | 11% | | 590,215 | 708,992 | | 20% |
| U.S.A. | 185,798 | 216,147 | 16% | | 1,229,619 | 1,327,848 | | 8% |
| Total | 804,283 | 856,614 | 7% | | 2,684,027 | 2,988,328 | | 11% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | III Quarter | | Change | Year to Date | | Change |
|--------------------|-------------------------|-------------|-------|--------|--------------|-------|--------|
| | | 1984 | 1985 | | 1984 | 1985 | |
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 253.4 | 272.2 | 7% | 791.2 | 870.0 | 10% |
| 2. | Ottawa - Toronto | 133.1 | 131.1 | - 1% | 464.3 | 463.6 | -- |
| 3. | Toronto - Vancouver | 160.9 | 129.6 | -19% | 393.5 | 346.6 | -12% |
| 4. | Calgary - Toronto | 121.8 | 114.0 | - 6% | 304.1 | 297.8 | - 2% |
| 5. | Calgary - Vancouver | 116.2 | 112.9 | - 3% | 320.4 | 317.1 | - 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 159.2 | 166.3 | - 4% | 467.7 | 459.6 | - 2% |
| 2. | Montreal - New York | 85.6 | 115.4 | 35% | 242.2 | 272.1 | 12% |
| 3. | Vancouver - Los Angeles | 55.7 | 60.9 | 9% | 140.2 | 143.0 | 2% |
| 4. | Toronto - Chicago | 58.2 | 59.5 | 2% | 165.7 | 173.2 | 4% |
| 5. | Toronto - Boston | 49.7 | 46.4 | - 7% | 128.9 | 125.9 | - 2% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | | II Quarter | | Change |
|-----|---------------------------------|------------|-------|--------|
| | | 1984 | 1985 | |
| 1. | Lester B. Pearson International | 3,402 | 3,500 | 3% |
| 2. | Vancouver International | 1,527 | 1,554 | 2% |
| 3. | Montreal International | 1,442 | 1,423 | - 1% |
| 4. | Calgary International | 922 | 948 | 3% |
| 5. | Winnipeg International | 531 | 531 | -- |
| 6. | Ottawa International | 535 | 526 | - 2% |
| 7. | Edmonton International | 469 | 457 | - 2% |
| 8. | Halifax International | 414 | 447 | 8% |
| 9. | Mirabel International | 304 | 321 | 5% |
| 10. | Edmonton Municipal | 178 | 199 | 11% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>December</u> | | | <u>Year to Date</u> | | |
|-------------------|-----------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Carriers | | | | | | |
| Reporting | 16 | 16 | | 16 | 16 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 22,017 | 21,470 | - 2% | 215,227 | 214,459 | -0.4% |
| Other Services | 4,193 | 3,761 | -10% | 67,575 | 64,855 | - 4% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 2,172 | 1,895 | -13% | 24,210 | 21,844 | -10% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 16,881 | 16,350 | - 3% | 182,289 | 174,856 | - 4% |
| Other Services | 2,724 | 1,996 | -27% | 47,333 | 43,732 | - 8% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1984</u> | <u>December</u> <u>1985</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|--------------------------------|---------------|---------------------|----------------|---------------|
| | | | | <u>1984</u> | <u>1985</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 103.5 | 104.5 | 1% | 1,105.0 | 1,131.4 | 2% |
| Trolley, Coach, Street- car, Subway, etc. | 28.7 | 28.4 | - 1% | 294.7 | 295.3 | -- |
| Other Services** | * | * | | * | * | |
| Total | <u>132.1</u> | <u>132.9</u> | <u>1%</u> | <u>1,399.7</u> | <u>1,426.8</u> | <u>2%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 48.1 | 49.0 | 2% | 520.6 | 552.9 | 6% |
| Trolley, Coach, Street- car, Subway, etc. | 16.1 | 16.4 | 2% | 168.7 | 178.3 | 6% |
| Other Services** | 0.4 | 0.5 | 25% | 6.5 | 7.9 | 21% |
| Total | <u>64.6</u> | <u>65.9</u> | <u>2%</u> | <u>695.8</u> | <u>739.1</u> | <u>6%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | <u>1985</u> | <u>March</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|---------------------|--------------|-----------------------------|---------------|--------------|------------------------------------|---------------|
| Passenger Cars | 103.4 | 97.3 | - 6% | 242.3 | 246.5 | 2% |
| Commercial Vehicles | 34.3 | 35.9 | 5% | 82.5 | 94.5 | 14% |
| Total | <u>137.7</u> | <u>133.2</u> | <u>- 3%</u> | <u>324.9</u> | <u>341.0</u> | <u>5%</u> |

II. TRAVEL AND TOURISMNumber of International Travellers Entering or Returning to Canada*

(in thousands)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------|--------------|-----------------------------|---------------|---------------|------------------------------------|---------------|
| Non Resident Travellers: | | | | | | |
| United States | 2,122 | 2,175 | 2% | 6,847 | 7,518 | 10% |
| All Other Countries | 105 | 110 | 5% | 293 | 316 | 7% |
| Total | <u>2,227</u> | <u>2,285</u> | <u>3%</u> | <u>7,140</u> | <u>7,834</u> | <u>10%</u> |
| Residents of Canada: | | | | | | |
| United States | 3,003 | 3,058 | 2% | 10,858 | 11,179 | 3% |
| All Other Countries | 190 | 196 | 3% | 889 | 938 | 5% |
| Total | <u>3,194</u> | <u>3,254</u> | <u>2%</u> | <u>11,747</u> | <u>12,116</u> | <u>3%</u> |
| Grand Total | <u>5,420</u> | <u>5,538</u> | <u>2%</u> | <u>18,887</u> | <u>19,950</u> | <u>6%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGYDomestic Sales of Petroleum Products

(cubic metres in thousands)

| | <u>1985</u> | <u>February</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------|--------------|--------------------------------|---------------|---------------|------------------------------------|---------------|
| Motor Gasoline | 2,322 | 2,261 | - 3% | 4,845 | 4,719 | - 3% |
| Diesel Fuel Oil | 1,056 | 1,059 | 0.4% | 2,088 | 2,171 | 4% |
| All Other Products | 2,736 | 2,767 | 1% | 6,045 | 5,819 | - 4% |
| Total Petroleum Products | <u>6,114</u> | <u>6,087</u> | <u>-0.4%</u> | <u>12,978</u> | <u>12,709</u> | <u>- 2%</u> |

Disposition of Energy

(in petajoules: 1 pétajoule = 10^{15} joules)

| | 1984 | III Quarter 1985 | Change | 1984 | Year to Date 1985 | Change |
|---|-------|---------------------|--------|---------|----------------------|--------|
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 75.0 | 65.2 | -13% | 235.4 | 202.3 | -14% |
| Rail | 21.3 | 21.1 | - 1% | 63.9 | 64.7 | 1% |
| Air | 34.9 | 36.6 | 5% | 92.9 | 96.5 | 4% |
| Marine | 25.5 | 21.6 | -16% | 60.5 | 51.8 | -14% |
| Road, Urban Transit & Retail Pump Sales | 317.0 | 333.0 | 5% | 886.1 | 913.1 | 3% |
| Residential & Agriculture | 45.5 | 48.8 | 7% | 237.7 | 229.9 | - 3% |
| Commercial, Other Institutional & Pipelines | 74.5 | 63.0 | -15% | 245.9 | 203.1 | -17% |
| Energy Use- | | | | | | |
| Final Demand** | 593.8 | 589.3 | - 1% | 1,882.4 | 1,761.3 | - 3% |
| Producer Consumption | 53.2 | 55.7 | 5% | 169.7 | 162.9 | - 4% |
| Non-Energy Use | 101.7 | 117.0 | 15% | 230.1 | 256.4 | 10% |
| Net Supply | 764.1 | 779.2 | 2% | 2,263.6 | 2,222.5 | - 2% |

*1984 Final Demand to Date = 0.000069 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 391.9 | 439.0 | 12% | 1,262.2 | 1,394.1 | 11% |
| Rail | 21.3 | 21.1 | - 1% | 63.9 | 64.7 | 1% |
| Air | 34.9 | 36.6 | 5% | 92.9 | 96.5 | 4% |
| Marine | 25.5 | 21.6 | -16% | 60.5 | 51.8 | -14% |
| Road, Urban Transit & Retail Pump Sales | 321.0 | 336.8 | 5% | 896.5 | 924.9 | 3% |
| Residential & Agriculture | 166.8 | 181.6 | 9% | 900.6 | 919.9 | 2% |
| Commercial, Other Institutional and Pipelines | 206.7 | 203.4 | - 2% | 818.1 | 738.4 | -10% |
| Energy Use | | | | | | |
| Final Demand** | 1,168.2 | 1,240.0 | 6% | 4,094.7 | 4,259.1 | 4% |
| Producer Consumption | 77.6 | 159.2 | 105% | 239.7 | 516.1 | 115% |
| Non-Energy Use | 166.7 | 188.8 | 13% | 415.0 | 466.6 | 12% |
| Net Supply | 1,409.2 | 1,586.4 | 13% | 4,702.8 | 5,193.6 | 10% |

**1984 Final Demand to Date = 0.000167 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> | | <u>1986</u> | % Change May '86 from | |
|-----------------------|-------------|-------------|-------------|--------------------------|-----------------|
| | <u>May</u> | <u>Apr.</u> | <u>May</u> | <u>May '85</u> | <u>Apr. '86</u> |
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 126.5 | 131.1 | 131.7 | 4.1% | 0.5% |
| Public Transport | 148.1 | 165.8 | 165.5 | 11.7% | -- |
| Gasoline | 142.7 | 127.9 | 122.5 | -14.2% | -4.2% |

| | <u>1984</u> | | <u>1985</u> | % Change IV Qtr. '85 from | |
|---------------------|----------------|-----------------|----------------|------------------------------|---------------------|
| | <u>IV Qtr.</u> | <u>III Qtr.</u> | <u>IV Qtr.</u> | <u>IV Qtr. '84</u> | <u>III Qtr. '85</u> |
| (1981 = 100) | | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1985</u> | | <u>1986</u> | % Change Apr. '86 from | |
|---|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Apr.</u> | <u>Mar.</u> | <u>Apr.</u> | <u>Apr. '85</u> | <u>Mar. '86</u> |
| (1981 = 100) | | | | | |
| Industrial Product Price Index (All Commodities) | 118.3 | 119.9 | 119.7 | 1.2% | -0.3% |

2. Employment

| | <u>1985</u> | | <u>1986</u> | |
|------------------------|-------------|-------------|-------------|--|
| | <u>May</u> | <u>Apr.</u> | <u>May</u> | |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 10.4 | 9.6 | 9.6 | |
| Unadjusted | 10.4 | 10.2 | 9.5 | |
| No. Employed ('000)* | 11,412 | 11,431 | 11,696 | |
| No. Unemployed ('000)* | 1,329 | 1,303 | 1,227 | |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> | | <u>1986</u> | % Change Apr. '86 from | |
|-------------------|-------------|-------------|-------------|---------------------------|-----------------|
| | <u>Apr.</u> | <u>Mar.</u> | <u>Apr.</u> | <u>Apr. '85</u> | <u>Mar. '86</u> |
| (1971 = 100) | | | | | |
| Total | 154.3 | 159.2 | 161.7 | 4.8% | 1.6% |
| Goods Producing | 135.4 | 139.2 | 141.9 | 4.8% | 1.9% |
| Service Producing | 167.1 | 172.9 | 175.1 | 4.8% | 1.3% |
| Transportation | 160.7 | 165.0 | 167.2 | 4.0% | 1.3% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Jun.12</u> | <u>Jun.19</u> | <u>Jun.26</u> | <u>Jun.11</u> | <u>Jun.18</u> | <u>Jun.25</u> |
| 72.93 | 73.09 | 73.29 | 71.84 | 72.06 | 72.03 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Jun.13</u> | <u>Jun.20</u> | <u>Jun.27</u> | <u>Jun.12</u> | <u>Jun.19</u> | <u>Jun.26</u> |
| 9.79 | 9.57 | 9.58 | 8.79 | 8.84 | 8.84 |

6. Gross National Product

| | <u>1984</u> | <u>Annual 1985</u> | <u>%</u> |
|---|-------------|------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

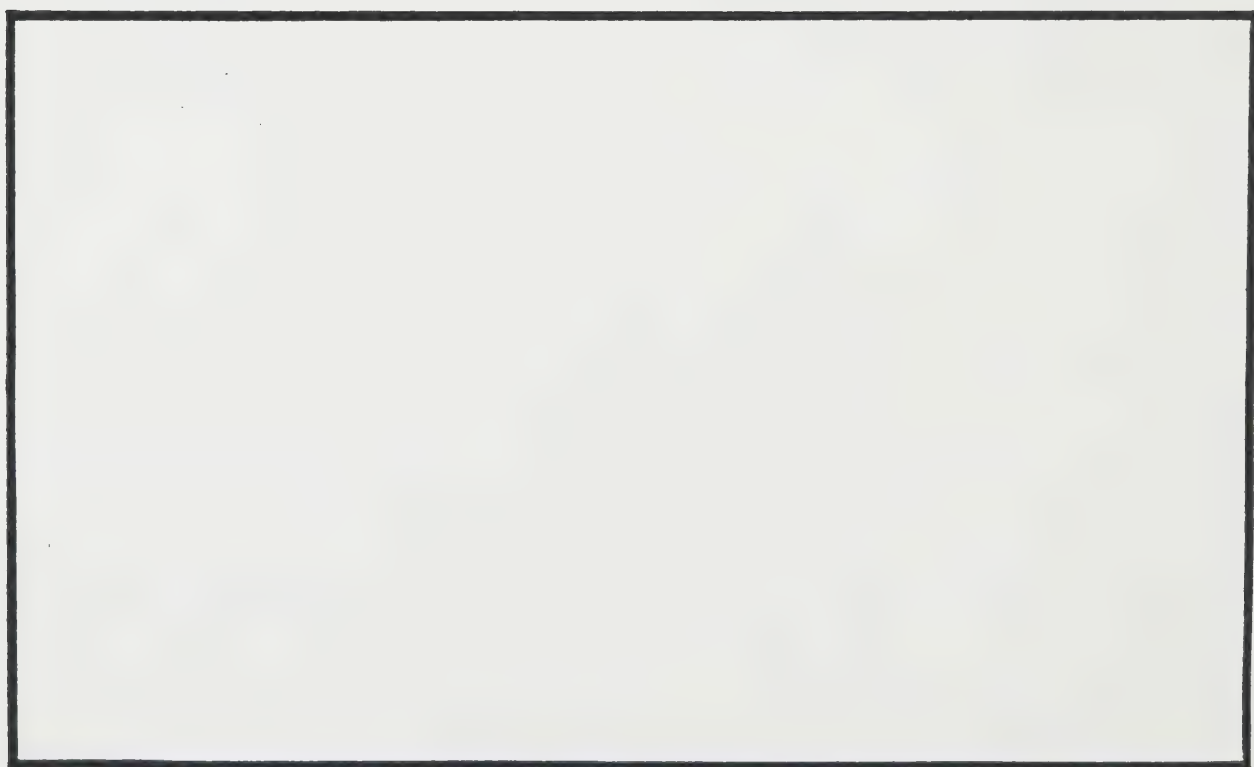
The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CA1
TA 115
-T63

**Canadian Transport
Commission**

**Commission canadienne
des transports**

**Research
Branch**

**Direction
de la recherche**

**Economic
and Social
Research
Directorate**

**Recherche
économique
et sociale**

Canada

Transportation Intelligence Report



I. **TRANSPORTATION**1. WaterWater Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | <u>1985</u> | <u>July</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|------------|--------------|----------------------------|---------------|---------------|------------------------------------|---------------|
| Halifax | 1,124 | 1,253 | 11% | 7,967 | 7,571 | - 5% |
| Saint John | 435 | 1,162 | -167% | 4,214 | 7,196 | 71% |
| Quebec | 1,096 | 1,350 | 23% | 7,712 | 7,326 | - 5% |
| Montreal | 1,687 | 1,969 | 17% | 11,389 | 10,505 | - 8% |
| Vancouver | 4,598 | 5,120 | 11% | 33,540 | 35,051 | 4% |
| Total | <u>8,940</u> | <u>10,854</u> | <u>21%</u> | <u>64,822</u> | <u>67,649</u> | <u>4%</u> |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | <u>1985</u> | <u>August</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|----------------------------|--------------|------------------------------|---------------|---------------|------------------------------------|---------------|
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,005 | 1,412 | 40% | 8,505 | 7,447 | -12% |
| Iron Ore | 967 | 908 | - 6% | 5,105 | 4,335 | -15% |
| Other Bulk | 927 | 822 | -11% | 3,984 | 4,631 | 16% |
| | <u>2,899</u> | <u>3,142</u> | <u>8%</u> | <u>17,594</u> | <u>16,413</u> | <u>- 7%</u> |
| General | 450 | 413 | - 8% | 2,139 | 2,010 | - 6% |
| Other | 83 | 67 | -19% | 405 | 446 | 10% |
| Grand Total | <u>3,432</u> | <u>3,622</u> | <u>6%</u> | <u>20,138</u> | <u>18,869</u> | <u>- 6%</u> |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1,152 | 1,537 | 33% | 9,161 | 7,937 | -13% |
| Iron Ore | 827 | 665 | -20% | 4,323 | 3,407 | -21% |
| Coal | 678 | 618 | - 9% | 3,278 | 3,338 | 3% |
| Other Bulk | 953 | 940 | - 1% | 4,928 | 5,303 | 8% |
| | <u>3,610</u> | <u>3,760</u> | <u>4%</u> | <u>21,690</u> | <u>19,985</u> | <u>- 8%</u> |
| General | 387 | 362 | - 6% | 1,827 | 1,649 | -10% |
| Other | 46 | 12 | -74% | 147 | 159 | 8% |
| Grand Total | <u>4,043</u> | <u>4,134</u> | <u>2%</u> | <u>23,664</u> | <u>21,793</u> | <u>- 8%</u> |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | <u>1985</u> | <u>August</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|------------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Montreal - Lake Ontario | | | | | | |
| Inland | 153 | 209 | 37% | 1,015 | 1,017 | -- |
| Ocean | 141 | 140 | - 1% | 702 | 674 | - 4% |
| | <u>294</u> | <u>349</u> | <u>19%</u> | <u>1,717</u> | <u>1,691</u> | <u>- 1%</u> |
| Welland Canal | | | | | | |
| Inland | 244 | 298 | 22% | 1,608 | 1,521 | - 5% |
| Ocean | 119 | 123 | 3% | 586 | 564 | - 4% |
| | <u>363</u> | <u>421</u> | <u>16%</u> | <u>2,194</u> | <u>2,085</u> | <u>- 5%</u> |

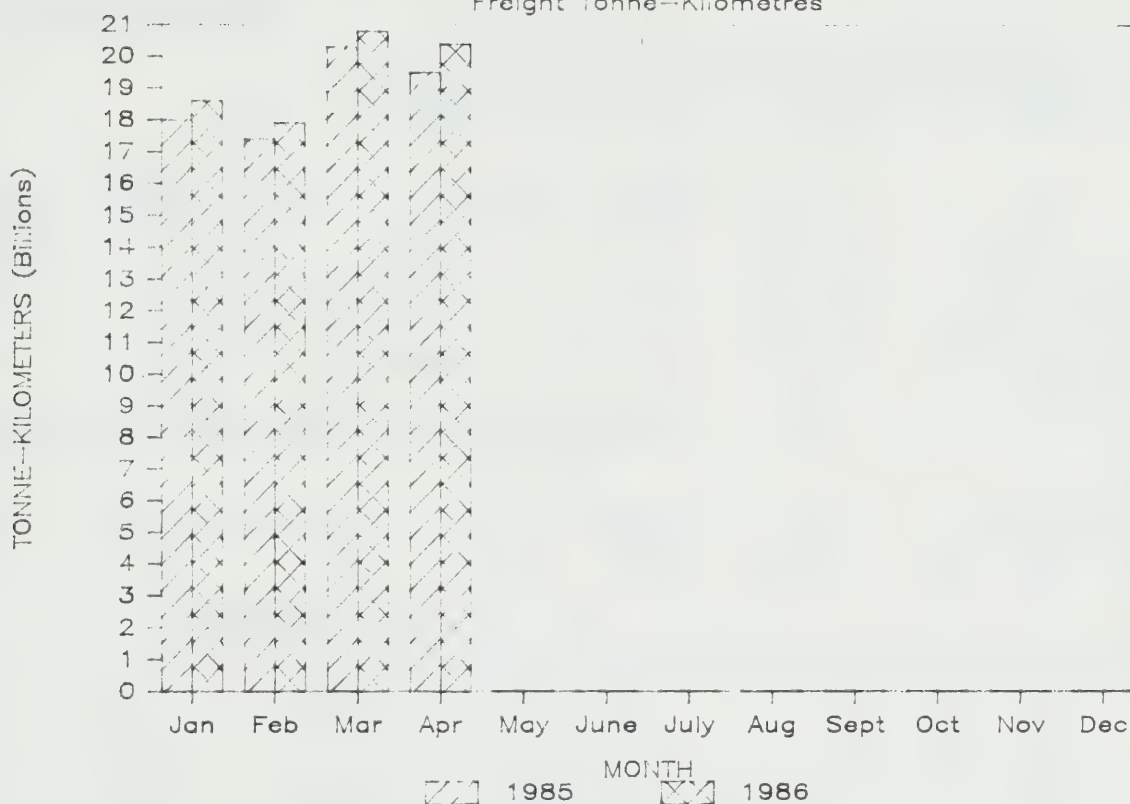
2. RailOperating Statistics*
(in millions)

| | <u>1985</u> | <u>April</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------------|-------------|-----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Operating Revenues (\$) | 640.8 | 657.3 | 3% | 2,414.4 | 2,445.5 | 1% |
| Operating Expenses (\$) | 604.7 | 620.1 | 3% | 2,355.6 | 2,400.7 | 2% |
| Operating Income (\$) | 36.1 | 37.2 | 3% | 58.8 | 44.8 | -24% |
| Tonne-km, freight | 19,512.5 | 20,409.6 | 5% | 75,210.9 | 77,672.0 | 3% |
| Passenger-km, Intercity | 157.8 | 140.7 | -11% | 615.2 | 579.0 | - 6% |
| Total | 158.4 | 141.2 | -11% | 617.6 | 581.2 | - 6% |
| Passengers, Intercity | 0.481 | 0.407 | -15% | 2.007 | 1.838 | - 8% |
| Total | 0.503 | 0.429 | -15% | 2.104 | 1.931 | - 8% |
| Freight Train-km | 8.1 | 8.4 | 4% | 31.7 | 32.0 | 1% |
| Freight Car-km | 618.0 | 638.6 | 3% | 2,355.6 | 2,419.4 | 2% |
| Passenger Car-km | 9.6 | 9.4 | - 1% | 36.6 | 37.9 | 4% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres

Carloadings

(in thousands of tonnes)

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|--------------------------------|---------------|----------------------------|---------------|----------------|------------------------------------|---------------|
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 19,502 | 19,378 | - 1% | 112,850 | 114,120 | 1% |
| Non-Carload Traffic | 4 | 3 | -16% | 19 | 15 | -21% |
| Piggyback Traffic | 951 | 975 | 3% | 5,754 | 6,056 | 5% |
| Receipts from U.S. Connections | 1,077 | 1,020 | - 5% | 6,824 | 6,606 | - 3% |
| Total Traffic Carried | 21,535 | 21,376 | - 1% | 125,446 | 126,796 | 1% |
| Major Commodity Changes: | | | | | | |
| Grain (excl. wheat) | 590 | 1,043 | 77% | 3,060 | 4,760 | 56% |
| Wheat | 2,362 | 2,035 | -14% | 8,794 | 9,299 | 6% |
| Lumber | 724 | 755 | 4% | 4,410 | 4,738 | 7% |

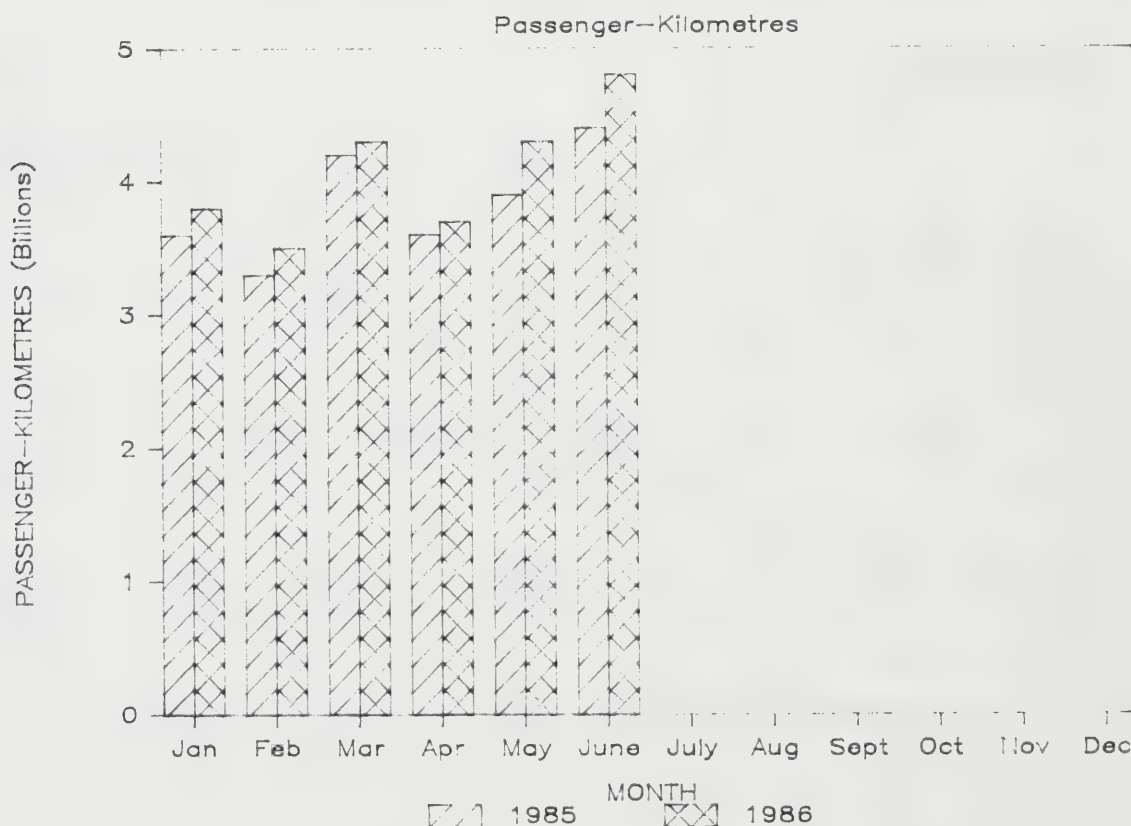
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>Year to Date</u> <u>1986</u> | <u>Change</u> |
|-------------------------|-------------|----------------------------|---------------|-------------|------------------------------------|---------------|
| Operating Revenues (\$) | 449.0 | 455.6 | 1% | 2,268.3 | 2,310.2 | 2% |
| Operating Expenses (\$) | 382.9 | 396.2 | 3% | 2,196.7 | 2,372.5 | 9% |
| Operating Income (\$) | 66.2 | 59.4 | -10% | 65.6 | -62.3 | -- |
| Enplaned Passengers | 2,057 | 2,074 | 1% | 11,607 | 11,602 | -- |
| Passenger-km | 4,394.4 | 4,828.1 | 10% | 23,063.2 | 24,354.3 | 6% |
| Goods Tonne-km | 100.8 | 98.9 | - 2% | 574.9 | 564.4 | - 2% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada
(Charter Operations)

| | 1984 | IV Quarter | | Change | 1984 | Year to Date | | Change |
|--------|---------|------------|-----|--------|-----------|--------------|--|--------|
| | | 1985 | | | | 1985 | | |
| Africa | 452 | -- | -- | -- | 452 | 13 | | -97% |
| Asia | -- | 9 | -- | -- | -- | 859 | | -- |
| Europe | 91,323 | 94,474 | 3% | | 955,516 | 1,045,109 | | 9% |
| South | 168,204 | 189,337 | 13% | | 758,419 | 898,329 | | 18% |
| U.S.A. | 374,659 | 403,139 | 8% | | 1,604,278 | 1,730,987 | | 8% |
| Total | 634,638 | 686,959 | 8% | | 3,318,665 | 3,675,287 | | 11% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| Rank | City Pair | | IV Quarter | | Change | Year to Date | | Change |
|-------------|-----------|-------------|------------|-------|--------|--------------|-------|--------|
| | | | 1984 | 1985 | | 1984 | 1985 | |
| Domestic | | | | | | | | |
| 1. | Montreal | - Toronto | 293.7 | 327.6 | 9% | 1,084.91 | 197.6 | 10% |
| 2. | Ottawa | - Toronto | 159.4 | 169.6 | 6% | 623.7 | 633.2 | 1% |
| 3. | Calgary | - Vancouver | 116.4 | 112.9 | - 3% | 436.8 | 430.0 | - 2% |
| 4. | Toronto | - Vancouver | 101.8 | 111.6 | 10% | 495.3 | 458.2 | - 7% |
| 5. | Calgary | - Toronto | 91.6 | 101.7 | 11% | 395.7 | 399.5 | 1% |
| Transborder | | | | | | | | |
| 1. | Toronto | - New York | 156.6 | 177.5 | 13% | 624.3 | 637.2 | 2% |
| 2. | Montreal | - New York | 88.0 | 138.3 | 57% | 330.2 | 410.4 | 24% |
| 3. | Montreal | - Miami | 50.4 | 55.8 | 11% | 160.7 | 165.6 | 3% |
| 4. | Toronto | - Chicago | 56.6 | 55.2 | - 3% | 222.3 | 228.4 | 3% |
| 5. | Toronto | - Boston | 43.9 | 45.3 | 3% | 172.8 | 171.1 | - 1% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | | Sept. | Year to Date | | Change |
|-----|---------------------------------|-------|--------------|--------|--------|
| | | 1985 | 1984 | 1985 | |
| 1. | Lester B. Pearson International | 1,149 | 9,913 | 10,273 | 4% |
| 2. | Vancouver International | 536 | 4,640 | 4,667 | 1% |
| 3. | Montreal International | 441 | 4,218 | 4,140 | - 2% |
| 4. | Calgary International | 308 | 2,761 | 2,829 | 2% |
| 5. | Winnipeg International | 168 | 1,558 | 1,560 | -- |
| 6. | Ottawa International | 165 | 1,219 | 1,337 | 10% |
| 7. | Edmonton International | 159 | 1,493 | 1,482 | - 1% |
| 8. | Halifax International | 151 | 1,416 | 1,393 | - 2% |
| 9. | Mirabel International | 119 | 942 | 990 | 5% |
| 10. | Edmonton Municipal | 61 | 535 | 576 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>1985</u> | <u>June</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|-------------------|-------------|----------------------------|---------------|---------------------|-------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Carriers | | | | | | |
| Reporting | 20 | 20 | | 20 | 20 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 18,751 | 18,092 | - 4% | 106,548 | 105,631 | - 1% |
| Other Services | 7,179 | 6,965 | - 3% | 34,972 | 34,756 | - 1% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 1,927 | 1,797 | - 7% | 11,503 | 10,695 | - 7% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 14,758 | 14,062 | - 5% | 85,639 | 84,289 | - 2% |
| Other Services | 5,346 | 3,696 | -31% | 25,904 | 19,896 | -23% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1985</u> | <u>June 1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---|--------------|----------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 89.4 | 93.9 | 5% | 579.4 | 596.0 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 27.4 | 28.2 | 3% | 153.1 | 157.5 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>116.8</u> | <u>122.0</u> | <u>4%</u> | <u>732.5</u> | <u>753.5</u> | <u>3%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.3 | 45.3 | 2% | 279.6 | 273.1 | - 2% |
| Trolley, Coach, Street- car, Subway, etc. | 15.6 | 15.8 | 1% | 88.5 | 90.0 | 2% |
| Other Services** | 0.8 | 0.8 | - 1% | 3.9 | 4.2 | 7% |
| Total | <u>60.7</u> | <u>61.9</u> | <u>2%</u> | <u>372.0</u> | <u>367.3</u> | <u>- 1%</u> |

*Figures not Available.

** Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada

(in thousands)

| | 1985 | <u>May</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|---------------------|--------------|---------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Passenger Cars | 119.5 | 114.2 | - 4% | 481.8 | 480.2 | -0.3% |
| Commercial Vehicles | 37.5 | 42.4 | 13% | 157.8 | 179.2 | 13% |
| Total | <u>157.0</u> | <u>156.5</u> | <u>-0.3%</u> | <u>639.6</u> | <u>659.4</u> | <u>3%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*

(in thousands)

| | 1985 | <u>July</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------------------------|---------------|----------------------------|---------------|---------------------|---------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Non Resident Travellers: | | | | | | |
| United States | 5,481 | 6,096 | 11% | 19,220 | 21,316 | 11% |
| All Other Countries | 307 | 407 | 33% | 1,018 | 1,228 | 21% |
| Total | <u>5,788</u> | <u>6,502</u> | <u>12%</u> | <u>20,238</u> | <u>22,544</u> | <u>11%</u> |
| Residents of Canada: | | | | | | |
| United States | 4,495 | 4,310 | - 4% | 21,787 | 22,162 | 2% |
| All Other Countries | 187 | 167 | -11% | 1,414 | 1,411 | -- |
| Total | <u>4,682</u> | <u>4,477</u> | <u>- 4%</u> | <u>23,201</u> | <u>23,573</u> | <u>2%</u> |
| Grand Total | <u>10,470</u> | <u>10,979</u> | <u>5%</u> | <u>43,439</u> | <u>46,117</u> | <u>6%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products

(cubic metres in thousands)

| | 1985 | <u>June</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | <u>Change</u> |
|--------------------------|--------------|----------------------------|---------------|---------------------|---------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | |
| Motor Gasoline | 2,677 | 2,876 | 7% | 15,512 | 15,545 | -- |
| Diesel Fuel Oil | 1,256 | 1,379 | 10% | 7,055 | 7,164 | 2% |
| All Other Products | 1,950 | 2,219 | 14% | 15,010 | 14,390 | - 4% |
| Total Petroleum Products | <u>5,883</u> | <u>6,474</u> | <u>10%</u> | <u>37,576</u> | <u>37,099</u> | <u>- 1%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10^{15} joules)

| | IV Quarter | | | Year to Date | | |
|---|------------|-------|--------|--------------|---------|--------|
| | 1984 | 1985 | Change | 1984 | 1985 | Change |
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 83.3 | 81.0 | - 3% | 319.3 | 281.3 | -12% |
| Rail | 23.5 | 20.8 | -12% | 86.7 | 85.5 | - 1% |
| Air | 30.3 | 31.1 | 3% | 122.6 | 128.5 | 5% |
| Marine | 24.9 | 22.6 | - 9% | 85.4 | 74.1 | -13% |
| Road, Urban Transit & Retail Pump Sales | 305.7 | 308.6 | 1% | 1,195.4 | 1,222.5 | 2% |
| Residential & Agriculture | 89.1 | 97.0 | 9% | 326.6 | 327.2 | -- |
| Commercial, Other Institutional & Pipelines | 78.8 | 69.0 | -12% | 320.9 | 270.1 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 635.7 | 630.0 | - 1% | 2,457.1 | 2,389.3 | - 3% |
| Producer Consumption | 57.8 | 59.0 | 2% | 227.5 | 221.9 | - 2% |
| Non-Energy Use | 76.3 | 78.5 | 3% | 306.8 | 335.8 | 9% |
| Net Supply | 784.8 | 781.4 | -0.4% | 3,048.1 | 3,003.9 | - 1% |

*1984 Final Demand to Date = 0.000093 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|---|---------|---------|------|---------|---------|------|
| Industrial | 490.0 | 513.4 | 5% | 1,870.8 | 1,903.7 | 2% |
| Rail | 23.5 | 20.8 | -12% | 86.7 | 85.5 | - 1% |
| Air | 30.3 | 31.1 | 3% | 122.6 | 128.5 | 5% |
| Marine | 24.9 | 22.6 | - 9% | 85.4 | 74.1 | -13% |
| Road, Urban Transit & Retail Pump Sales | 310.6 | 313.7 | 1% | 1,210.8 | 1,239.5 | 2% |
| Residential & Agriculture | 341.8 | 377.3 | 9% | 1,245.0 | 1,297.3 | - 4% |
| Commercial, Other Institutional and Pipelines | 316.4 | 313.1 | - 1% | 1,114.7 | 1,118.0 | 0.3% |
| Energy Use | | | | | | |
| Final Demand** | 1,537.6 | 1,591.9 | 4% | 5,736.1 | 5,846.6 | 2% |
| Producer Consumption | 102.9 | 214.3 | 108% | 343.2 | 725.6 | 111% |
| Non-Energy Use | 136.9 | 148.7 | 9% | 557.6 | 615.2 | 10% |
| Net Supply | 1,814.8 | 1,995.7 | 10% | 6,630.1 | 7,181.3 | 8% |

**1984 Final Demand to Date = 0.000229 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> <u>Aug.</u> | <u>July</u> | <u>1986</u> <u>Aug.</u> | % Change Aug. '86 from <u>Aug. '85</u> <u>July '86</u> | |
|-----------------------|----------------------------|-------------|----------------------------|--|-------|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All items | 127.8 | 132.9 | 133.3 | 4.3% | 0.3% |
| Public Transport | 154.2 | 187.2 | 187.2 | 21.4% | -- |
| Gasoline | 139.8 | 121.8 | 120.9 | -13.5% | -0.7% |

| | <u>1984</u> <u>IV Qtr.</u> | <u>1985</u> <u>III Qtr.</u> | <u>IV Qtr.</u> | % Change IV Qtr. '85 from <u>IV Qtr. '84</u> <u>III Qtr. '85</u> | |
|---------------------|-------------------------------|--------------------------------|----------------|--|------|
| (1981 = 100) | | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% | 1.9% |

| | <u>1985</u> <u>July</u> | <u>June</u> | <u>1986</u> <u>July</u> | % Change July '86 from <u>July '85</u> <u>June '86</u> | |
|---|----------------------------|-------------|----------------------------|--|----|
| (1981 = 100) | | | | | |
| Industrial Product Price Index (All Commodities) | 118.6 | 118.9 | 118.9 | 0.3% | -- |

2. Employment

| | <u>1985</u> <u>August</u> | <u>July</u> | <u>1986</u> <u>August</u> |
|------------------------|------------------------------|-------------|------------------------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 10.3 | 9.9 | 9.7 |
| Unadjusted | 9.6 | 9.3 | 9.0 |
| No. Employed ('000)* | 11,825 | 12,060 | 12,075 |
| No. Unemployed ('000)* | 1,253 | 1,231 | 1,201 |

*Unadjusted.

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> <u>May</u> | <u>Apr.</u> | <u>1986</u> <u>May</u> | % Change May '86 from <u>May '85</u> <u>Apr. '86</u> | |
|-------------------|---------------------------|-------------|---------------------------|--|-------|
| (1971 = 100) | | | | | |
| Total | 154.9 | 161.7 | 160.1 | 3.4% | -1.0% |
| Goods Producing | 135.7 | 141.7 | 139.8 | 3.0% | -1.3% |
| Service Producing | 167.9 | 175.3 | 173.9 | 2.3% | -0.8% |
| Transportation | 160.9 | 166.9 | 162.6 | 1.1% | -2.6% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Sept 4</u> | <u>Sept 11</u> | <u>Sept 18</u> | <u>Sept 3</u> | <u>Sept 10</u> | <u>Sept 17</u> |
| 73.17 | 72.95 | 72.74 | 72.03 | 72.19 | 72.06 |

5. Bank of Canada Rate

| <u>1985</u> | | | <u>1986</u> | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Sept 5</u> | <u>Sept 12</u> | <u>Sept 19</u> | <u>Sept 4</u> | <u>Sept 11</u> | <u>Sept 18</u> |
| 9.22 | 9.27 | 9.31 | 8.47 | 8.58 | 8.63 |

6. Gross National Product

| | <u>1984</u> | <u>Annual 1985</u> | <u>%</u> |
|---|-------------|------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 420.9 | 453.7 | 7.8 |
| G.N.P. (Billions of 1971 Constant Dollars) | 141.1 | 147.4 | 4.5 |
| G.N.E. Implicit Price Index (1971 = 100) | 298.3 | 307.7 | 3.2 |

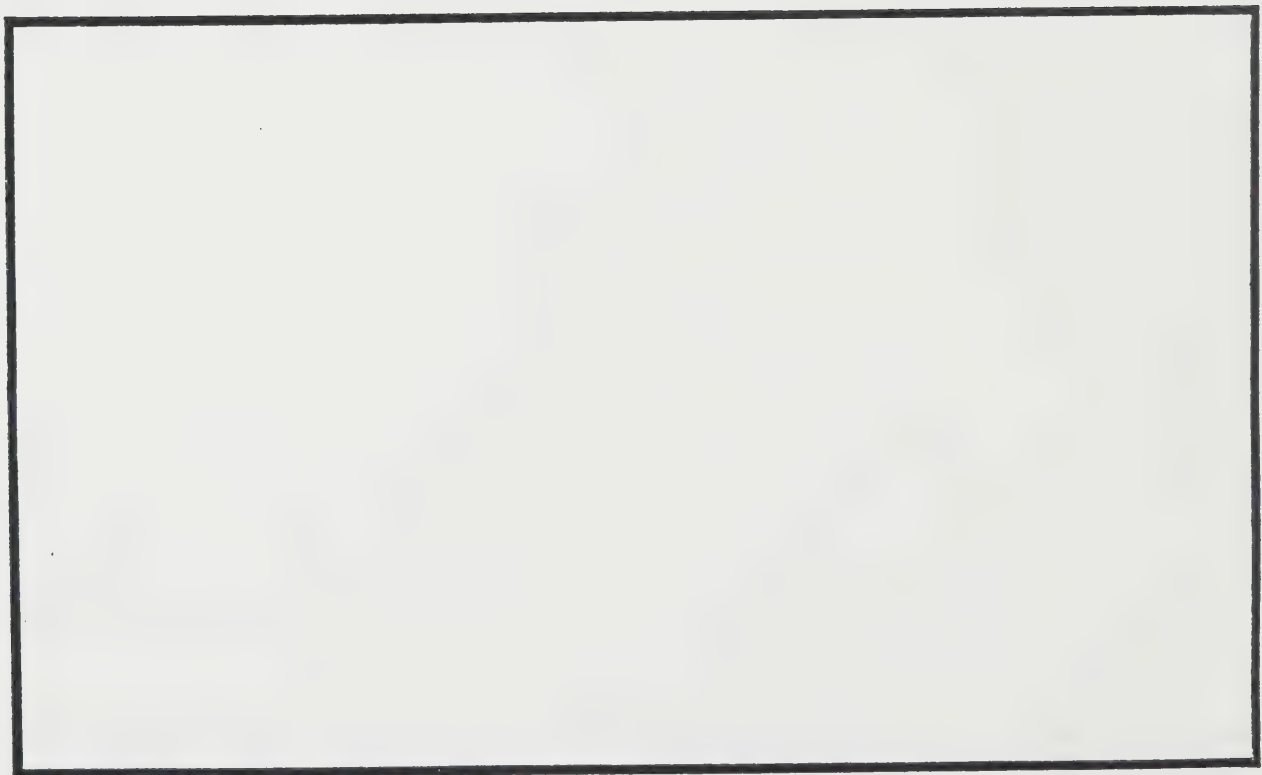
The Gross National Product (GNP) for 1985 increased by 7.8% to \$453.7 billion. Real GNP, after allowing for an increase of 3.2% in the implicit deflator, rose 4.5%.

In 1985 the major source of growth shifted from external demand to domestic demand. Growth in household demand was particularly strong and more broadly based than in 1984. Business investment in plant and equipment had recovered partially from the decline between 1981 and 1984. Residential construction expenditures also rose in 1985 after a decline in 1984. This increase in housing activity coincided with renewed declines in mortgage rates during the year and the federal government's incentives to withdraw RHOSP funds by year-end.

The Gross National Product in the fourth quarter of 1985 rose 1.9% to \$466.8 billion, seasonally adjusted at annual rates. In real terms GNP rose 1.3%.

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA 115
-T63

Transportation Intelligence Report



I. TRANSPORTATION

1. Water

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | <u>July</u> | | | <u>Year to Date</u> | | |
|------------|-------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Halifax | 1 124 | 1 253 | 11% | 7 967 | 7 571 | - 5% |
| Saint John | 435 | 1 162 | -167% | 4 214 | 7 196 | 71% |
| Quebec | 1 096 | 1 350 | 23% | 7 712 | 7 326 | - 5% |
| Montreal | 1 687 | 1 969 | 17% | 11 389 | 10 505 | - 8% |
| Vancouver | 4 598 | 5 120 | 11% | 33 540 | 35 051 | 4% |
| Total | 8 940 | 10 854 | 21% | 64 822 | 67 649 | 4% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | <u>September</u> | | | <u>Year to Date</u> | | |
|----------------------------|------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| a) Montreal - Lake Ontario | | | | | | |
| Commodities: | | | | | | |
| Grain | 1 708 | 1 250 | -27% | 10 213 | 8 690 | -15% |
| Iron Ore | 1 063 | 979 | -8% | 6 168 | 5 311 | -14% |
| Other Bulk | 847 | 760 | -10% | 4 832 | 5 432 | 12% |
| | 3 618 | 2 989 | -17% | 21 213 | 19 433 | -8% |
| General | 449 | 489 | 9% | 2 588 | 2 480 | -4% |
| Other | 207 | 120 | -42% | 612 | 560 | -8% |
| Grand Total | 4 274 | 3 598 | -16% | 24 413 | 22 473 | -8% |
| b) Welland Canal | | | | | | |
| Commodities: | | | | | | |
| Grain | 1 641 | 1 190 | -27% | 10 802 | 9 103 | -16% |
| Iron Ore | 862 | 635 | -26% | 5 185 | 4 043 | -22% |
| Coal | 920 | 704 | -23% | 4 199 | 4 092 | -2% |
| Other Bulk | 921 | 1 037 | 13% | 5 850 | 6 372 | 9% |
| | 4 344 | 3 566 | -18% | 26 036 | 23 610 | -9% |
| General | 408 | 341 | -16% | 2 236 | 1 973 | -12% |
| Other | 23 | 15 | -35% | 168 | 120 | -29% |
| Grand Total | 4 775 | 3 922 | -18% | 28 440 | 25 703 | -10% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

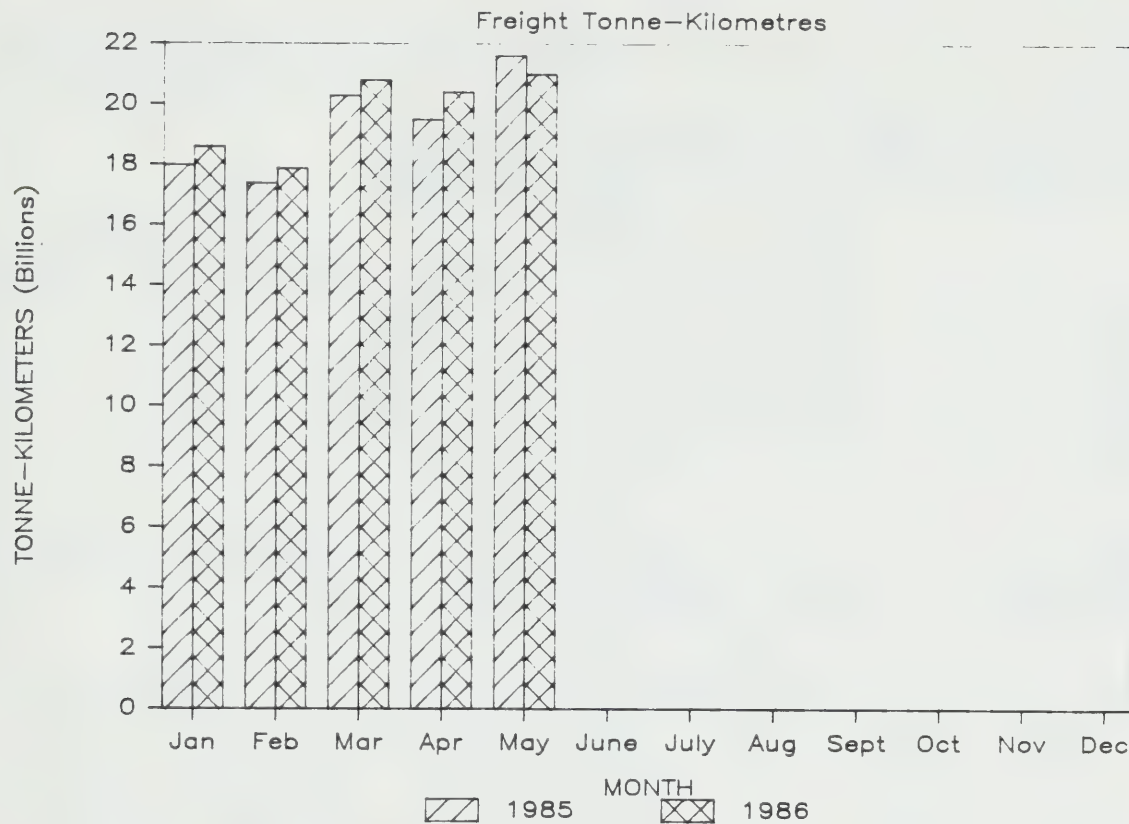
| | <u>September</u> | | | <u>Year to Date</u> | | |
|-------------------------|------------------|-------------|---------------|---------------------|--------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Montreal - Lake Ontario | | | | | | |
| Inland | 205 | 170 | -17% | 1 220 | 1 186 | -3% |
| Ocean | 127 | 166 | 31% | 829 | 840 | 1% |
| | <u>332</u> | <u>336</u> | <u>1%</u> | <u>2 049</u> | <u>2 026</u> | <u>1%</u> |
| Welland Canal | | | | | | |
| Inland | 320 | 236 | -26% | 1 928 | 1 761 | -9% |
| Ocean | 117 | 145 | 24% | 703 | 709 | 1% |
| | <u>437</u> | <u>381</u> | <u>-13%</u> | <u>2 631</u> | <u>2 470</u> | <u>-6%</u> |

2. RailOperating Statistics*
(in millions)

| | <u>May</u> | | | <u>Year to Date</u> | | |
|-------------------------|-------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Operating Revenues (\$) | 670.7 | 657.5 | -2% | 3 085.2 | 3 103.0 | 1% |
| Operating Expenses (\$) | 634.6 | 618.2 | -3% | 2 990.2 | 3 018.9 | 1% |
| Operating Income (\$) | 36.2 | 39.3 | 9% | 95.0 | 84.1 | -11% |
| Tonne-km, freight | 21 567.7 | 20 997.5 | -3% | 96 778.6 | 98 669.5 | 2% |
| Passenger-km, Intercity | 182.4 | 181.0 | -1% | 797.6 | 760.0 | -5% |
| Total | 182.9 | 181.4 | -1% | 800.6 | 762.6 | -5% |
| Passengers, Intercity | 0.526 | 0.490 | -7% | 2 533 | 2.328 | -8% |
| Total | 0.546 | 0.506 | -7% | 2.650 | 2.437 | -8% |
| Freight Train-km | 8.8 | 8.6 | -3% | 40.6 | 40.6 | -- |
| Freight Car-km | 679.6 | 654.5 | -4% | 3 035.2 | 3 073.9 | 1% |
| Passenger Car-km | 10.8 | 10.9 | 1% | 47.5 | 48.9 | 3% |

*The above Table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Carloadings

(in thousands of tonnes)

| | <u>August</u> | | | <u>Year to Date</u> | | |
|--------------------------|---------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 17 878 | 16 911 | -5% | 149 242 | 149 672 | -- |
| Non-Carload Traffic | 4 | 3 | 17% | 28 | 22 | -27% |
| Piggyback Traffic | 958 | 943 | -2% | 7 987 | 7 660 | -4% |
| Receipts from U.S. | | | | | | |
| Connections | 1 026 | 1 011 | -1% | 8 856 | 8 443 | -5% |
| Total Traffic | | | | | | |
| Carried | 19 866 | 18 868 | -5% | 165 786 | 166 124 | -- |
| Major Commodity Changes: | | | | | | |
| Coal | 3 385 | 3 315 | -2% | 29 443 | 27 603 | -6% |
| Grain (excl. wheat) | 447 | 824 | 84% | 4 163 | 6 667 | 60% |
| Wheat | 1 158 | 950 | -18% | 11 706 | 12 291 | 5% |
| Iron Ore & Conc. | 3 358 | 2 859 | -15% | 25 279 | 24 969 | -1% |

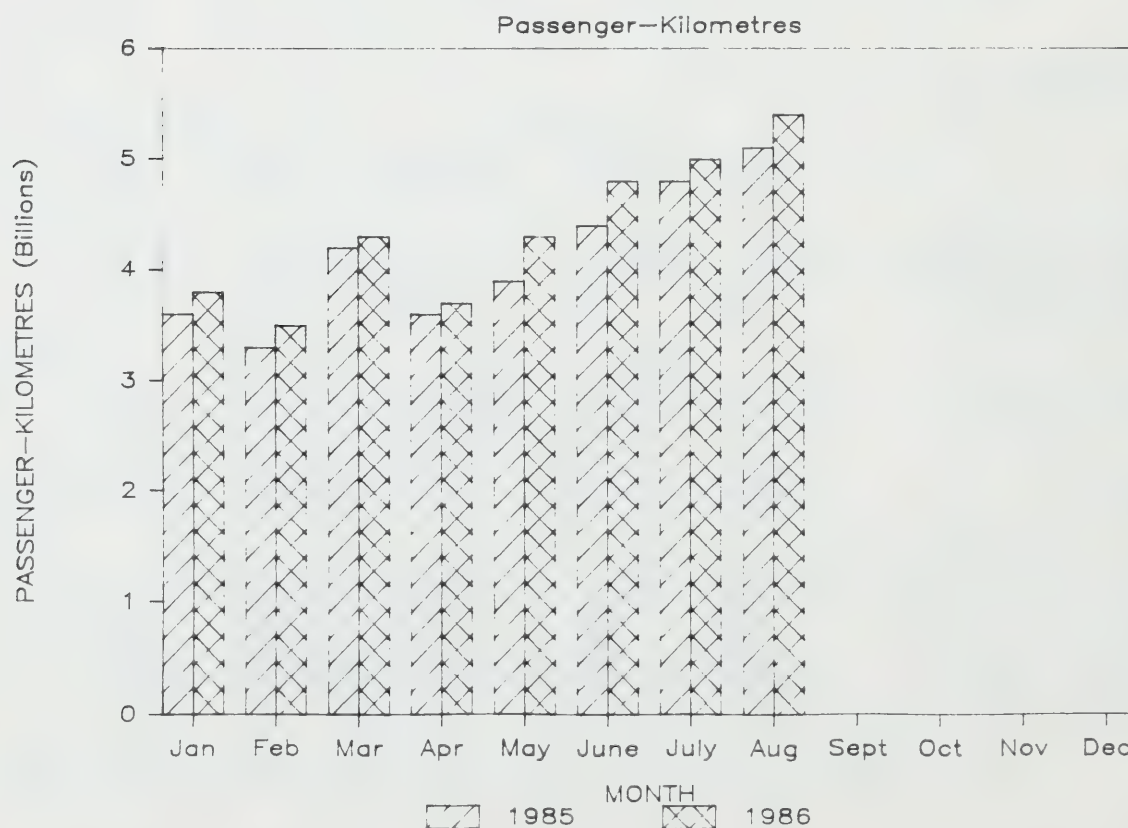
3. Air

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
(in millions)

| | <u>August</u> | | | <u>Year to Date</u> | | |
|-------------------------|---------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Operating Revenues (\$) | 472.2 | 514.4 | 9% | 3 163.0 | 3 305.6 | 5% |
| Operating Expenses (\$) | 402.2 | 397.5 | -1% | 3 005.6 | 3 157.2 | 5% |
| Operating Income (\$) | 70.0 | 116.9 | 67% | 157.4 | 148.5 | -6% |
| Enplaned Passengers | 2 216 | 2 307 | 4% | 15 946 | 16 045 | 1% |
| Passenger-km | 5 094.9 | 5 450.5 | 7% | 32 925.8 | 34 348.9 | 4% |
| Goods Tonne-km | 93.6 | 94.2 | 1% | 763.3 | 754.3 | -1% |

*Level I now includes Air Canada, C.P. Air, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada
(Charter Operations)

| | <u>IV Quarter</u> | | | <u>Year to Date</u> | | |
|--------|-------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| Africa | 452 | -- | -- | 452 | 13 | -97% |
| Asia | -- | 9 | -- | -- | 859 | -- |
| Europe | 91 323 | 94 474 | 3% | 955 516 | 1 045 109 | 9% |
| South | 168 204 | 189 337 | 13% | 758 419 | 898 329 | 18% |
| U.S.A. | 374 659 | 403 139 | 8% | 1 604 278 | 1 730 987 | 8% |
| Total | 634 638 | 686 959 | 8% | 3 318 665 | 3 675 287 | 11% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| | | IV Quarter | | | Year to Date | | |
|--------------------|---------------------|------------|-------|--------|--------------|---------|--------|
| Rank | City Pair | 1984 | 1985 | Change | 1984 | 1985 | Change |
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal - Toronto | 293.7 | 327.4 | 9% | 1 084.9 | 1 197.6 | 10% |
| 2. | Ottawa - Toronto | 159.4 | 169.6 | 6% | 623.7 | 633.2 | 1% |
| 3. | Calgary - Vancouver | 116.4 | 112.9 | -3% | 436.8 | 430.0 | -2% |
| 4. | Toronto - Vancouver | 101.8 | 111.6 | 10% | 495.3 | 458.2 | -7% |
| 5. | Calgary - Toronto | 91.6 | 101.7 | 11% | 395.7 | 399.5 | 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto - New York | 156.6 | 177.5 | 13% | 624.3 | 637.2 | 2% |
| 2. | Montreal - New York | 88.0 | 138.3 | 57% | 330.2 | 410.4 | 24% |
| 3. | Montreal - Miami | 50.4 | 55.8 | 11% | 160.7 | 165.6 | 3% |
| 4. | Toronto - Chicago | 56.6 | 55.2 | -3% | 222.3 | 228.4 | 3% |
| 5. | Toronto - Boston | 43.9 | 45.3 | 3% | 172.8 | 171.1 | -1% |

Top Ten Canadian Airports Ranked by Total Deplaned plus Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | | <u>Sept.</u> | <u>Year to Date</u> | | |
|-----|---------------------------------|--------------|---------------------|-------------|---------------|
| | | <u>1985</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| 1. | Lester B. Pearson International | 1 149 | 9 913 | 10 273 | 4% |
| 2. | Vancouver International | 536 | 4 640 | 4 667 | 1% |
| 3. | Montreal International | 441 | 4 218 | 4 140 | -2% |
| 4. | Calgary International | 308 | 2 761 | 2 829 | 2% |
| 5. | Winnipeg International | 168 | 1 558 | 1 560 | -- |
| 6. | Ottawa International | 165 | 1 219 | 1 337 | 10% |
| 7. | Edmonton International | 159 | 1 493 | 1 482 | -1% |
| 8. | Halifax International | 151 | 1 416 | 1 393 | -2% |
| 9. | Mirabel International | 119 | 942 | 990 | 5% |
| 10. | Edmonton Municipal | 61 | 535 | 576 | 8% |

4. RoadPassenger Bus Statistics (Intercity & Rural)
(in thousands)

| | <u>July</u> | | | <u>Year to Date</u> | | |
|-------------------|-------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Carriers | | | | | | |
| Reporting | 20 | 20 | | 20 | 20 | |
| Passenger Revenue | | | | | | |
| Earned: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 21 173 | 21 983 | 4% | 127 721 | 127 613 | -- |
| Other Services | 5 081 | 5 642 | 11% | 40 054 | 40 398 | 1% |
| Fare Passengers | | | | | | |
| Carried: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 2 044 | 2 087 | 2% | 13 548 | 12 782 | -6% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural | | | | | | |
| Services | 16 451 | 16 720 | 2% | 102 090 | 101 009 | -1% |
| Other Services | 4 193 | 4 276 | 2% | 30 097 | 24 173 | -20% |

*Figures not available.

Urban Transit
(in millions)

| | <u>1985</u> | <u>July</u> <u>1986</u> | <u>Change</u> | <u>Year to Date</u> | | |
|---|-------------|----------------------------|---------------|---------------------|--------------|---------------|
| | | | | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Fare Passengers Carried: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 76.2 | 82.2 | 8% | 655.6 | 678.1 | 3% |
| Trolley, Coach, Street- car, Subway, etc. | 22.6 | 23.0 | 2% | 175.6 | 180.5 | 3% |
| Other Services** | * | * | | * | * | |
| Total | <u>98.8</u> | <u>105.2</u> | <u>6%</u> | <u>831.3</u> | <u>858.6</u> | <u>3%</u> |
| Total Distance Run: | | | | | | |
| Urban & Suburban (regular and extra services) | | | | | | |
| Motor Bus | 43.2 | 43.5 | 1% | 322.8 | 316.7 | -2% |
| Trolley, Coach, Street- car, Subway, etc. | 14.3 | 14.5 | 1% | 102.8 | 104.4 | 2% |
| Other Services** | 0.5 | 0.6 | 11% | 4.4 | 4.8 | 8% |
| Total | <u>58.1</u> | <u>58.6</u> | <u>1%</u> | <u>430.0</u> | <u>425.9</u> | <u>-1%</u> |

*Figures not Available.

**Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal Use Cars
Operated During I Quarter, 1985*

| | <u>1984 Models Only</u> | | <u>Models of All Years</u> | |
|--------|-------------------------|-------------------|----------------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 10.2 | 27.7 | 13.1 | 21.6 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada
(in thousands)

| | <u>June</u> | | | <u>Year to Date</u> | | |
|---------------------|--------------|--------------|---------------|---------------------|--------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Passenger Cars | 118.8 | 104.9 | -12% | 600.5 | 585.1 | -3% |
| Commercial Vehicles | 41.7 | 38.9 | -7% | 199.5 | 218.1 | 9% |
| Total | <u>160.5</u> | <u>143.8</u> | <u>-10%</u> | <u>800.1</u> | <u>803.2</u> | <u>0.4%</u> |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*
(in thousands)

| | <u>August</u> | | | <u>Year to Date</u> | | |
|--------------------------|---------------|---------------|---------------|---------------------|---------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Non Resident Travellers: | | | | | | |
| United States | 5 605 | 6 304 | 12% | 24 825 | 27 621 | 11% |
| All Other Countries | 306 | 408 | 33% | 1 324 | 1 636 | 24% |
| Total | <u>5 911</u> | <u>6 713</u> | <u>14%</u> | <u>26 149</u> | <u>29 257</u> | <u>12%</u> |
| Residents of Canada: | | | | | | |
| United States | 4 493 | 4 664 | 4% | 26 281 | 26 826 | 2% |
| All Other Countries | 274 | 259 | -6% | 1 688 | 1 670 | -1% |
| Total | <u>4 768</u> | <u>4 923</u> | <u>3%</u> | <u>27 968</u> | <u>28 495</u> | <u>2%</u> |
| Grand Total | <u>10 678</u> | <u>11 636</u> | <u>9%</u> | <u>54 117</u> | <u>57 752</u> | <u>7%</u> |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products
(cubic metres in thousands)

| | <u>June</u> | | | <u>Year to Date</u> | | |
|--------------------------|--------------|--------------|---------------|---------------------|---------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Motor Gasoline | 2 677 | 2 876 | 7% | 15 512 | 15 545 | -- |
| Diesel Fuel Oil | 1 256 | 1 379 | 10% | 7 055 | 7 164 | 2% |
| All Other Products | 1 950 | 2 219 | 14% | 15 010 | 14 390 | - 4% |
| Total Petroleum Products | <u>5 883</u> | <u>6 474</u> | <u>10%</u> | <u>37 576</u> | <u>37 099</u> | <u>- 1%</u> |

Disposition of Energy(in petajoules: 1 pétajoule = 10¹⁵ joules)

| | <u>IV Quarter</u> | | | <u>Year to Date</u> | | |
|--|-------------------|-------------|---------------|---------------------|-------------|---------------|
| | <u>1984</u> | <u>1985</u> | <u>Change</u> | <u>1984</u> | <u>1985</u> | <u>Change</u> |
| <u>(i) Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 83.3 | 81.0 | - 3% | 319.3 | 281.3 | -12% |
| Rail | 23.5 | 20.8 | -12% | 86.7 | 85.5 | - 1% |
| Air | 30.3 | 31.1 | 3% | 122.6 | 128.5 | 5% |
| Marine | 24.9 | 22.6 | - 9% | 85.4 | 74.1 | -13% |
| Road Urban Transit & Retail Pump Sales | 305.7 | 308.6 | 1% | 1 195.4 | 1 222.5 | 2% |
| Residential & Agriculture | 89.1 | 97.0 | 9% | 326.6 | 327.2 | -- |
| Commercial Other Institutional & Pipelines | 78.8 | 69.0 | -12% | 320.9 | 270.1 | -16% |
| Energy Use- | | | | | | |
| Final Demand** | 635.7 | 630.0 | - 1% | 2 457.1 | 2 389.3 | - 3% |
| Producer Consumption | 57.8 | 59.0 | 2% | 227.5 | 221.9 | - 2% |
| Non-Energy Use | 76.3 | 78.5 | 3% | 306.8 | 335.8 | 9% |
| Net Supply | 784.8 | 781.4 | -0.4% | 3 048.1 | 3 003.9 | - 1% |

*1984 Final Demand to Date = 0.000093 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|--|---------|---------|------|---------|---------|------|
| Industrial | 490.0 | 513.4 | 5% | 1 870.8 | 1 903.7 | 2% |
| Rail | 23.5 | 20.8 | -12% | 86.7 | 85.5 | - 1% |
| Air | 30.3 | 31.1 | 3% | 122.6 | 128.5 | 5% |
| Marine | 24.9 | 22.6 | - 9% | 85.4 | 74.1 | -13% |
| Road Urban Transit & Retail Pump Sales | 310.6 | 313.7 | 1% | 1 210.8 | 1 239.5 | 2% |
| Residential & Agriculture | 341.8 | 377.3 | 9% | 1 245.0 | 1 297.3 | - 4% |
| Commercial Other Institutional and Pipelines | 316.4 | 313.1 | - 1% | 1 114.7 | 1 118.0 | 0.3% |
| Energy Use | | | | | | |
| Final Demand** | 1 537.6 | 1 591.9 | 4% | 5 736.1 | 5 846.6 | 2% |
| Producer Consumption | 102.9 | 214.3 | 108% | 343.2 | 725.6 | 111% |
| Non-Energy Use | 136.9 | 148.7 | 9% | 557.6 | 615.2 | 10% |
| Net Supply | 1 814.8 | 1 995.7 | 10% | 6 630.1 | 7 181.3 | 8% |

**1984 Final Demand to Date = 0.000229 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | <u>1985</u> | <u>1986</u> | % Change Sept '86 from | |
|-----------------------|--------------|-------------|---------------------------|-----------------|
| | <u>Sept.</u> | <u>Aug.</u> | <u>Sept.</u> | <u>Aug. '86</u> |
| (1981 = 100) | | | | |
| Consumer Price Index: | | | | |
| All items | 128.0 | 133.3 | 133.3 | 4.1 -- |
| Public Transport | 152.2 | 187.2 | 167.7 | 10.2 -10.4 |
| Gasoline | 146.0 | 120.9 | 119.1 | -18.4 -1.5 |

| | <u>1984</u> | <u>1985</u> | % Change IV Qtr. '85 from | |
|---------------------|----------------|-----------------|------------------------------|--|
| | <u>IV Qtr.</u> | <u>III Qtr.</u> | <u>IV Qtr.</u> | <u>IV Qtr. '84</u> <u>III Qtr. '85</u> |
| (1981 = 100) | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0% 1.9% |

| | <u>1985</u> | <u>1986</u> | % Change Aug. '86 from | |
|---|-------------|-------------|---------------------------|---------------------------------|
| | <u>Aug.</u> | <u>July</u> | <u>Aug.</u> | <u>Aug. '85</u> <u>July '86</u> |
| (1981 = 100) | | | | |
| Industrial Product Price Index (All Commodities) | 118.4 | 118.8 | 119.1 | 0.6 0.3 |

2. Employment

| | <u>1985</u> | <u>1986</u> | | |
|------------------------|--------------|-------------|--------------|--|
| | <u>Sept.</u> | <u>Aug.</u> | <u>Sept.</u> | |
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 10.1 | 9.7 | 9.5 | |
| Unadjusted | 9.3 | 9.0 | 8.8 | |
| No. Employed ('000)* | 11 467 | 12 075 | 11 738 | |
| No. Unemployed ('000)* | 1 183 | 1 201 | 1 127 | |
| *Unadjusted. | | | | |

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | <u>1985</u> | <u>1986</u> | % Change May '86 from | |
|-------------------|-------------|-------------|--------------------------|--------------------------------|
| | <u>May</u> | <u>Apr.</u> | <u>May</u> | <u>May '85</u> <u>Apr. '86</u> |
| (1971 = 100) | | | | |
| Total | 154.9 | 161.7 | 160.1 | 3.4% -1.0% |
| Goods Producing | 135.7 | 141.7 | 139.8 | 3.0% -1.3% |
| Service Producing | 167.9 | 175.3 | 173.9 | 2.3% -0.8% |
| Transportation | 160.9 | 166.9 | 162.6 | 1.1% -2.6% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| <u>1985</u> | | | <u>1986</u> | | |
|--------------|--------------|---------------|--------------|--------------|---------------|
| <u>Oct.2</u> | <u>Oct.9</u> | <u>Oct.16</u> | <u>Oct.1</u> | <u>Oct.8</u> | <u>Oct.15</u> |
| 73.21 | 73.18 | 73.03 | 72.01 | 72.13 | 72.06 |

5. Bank of Canada Rate

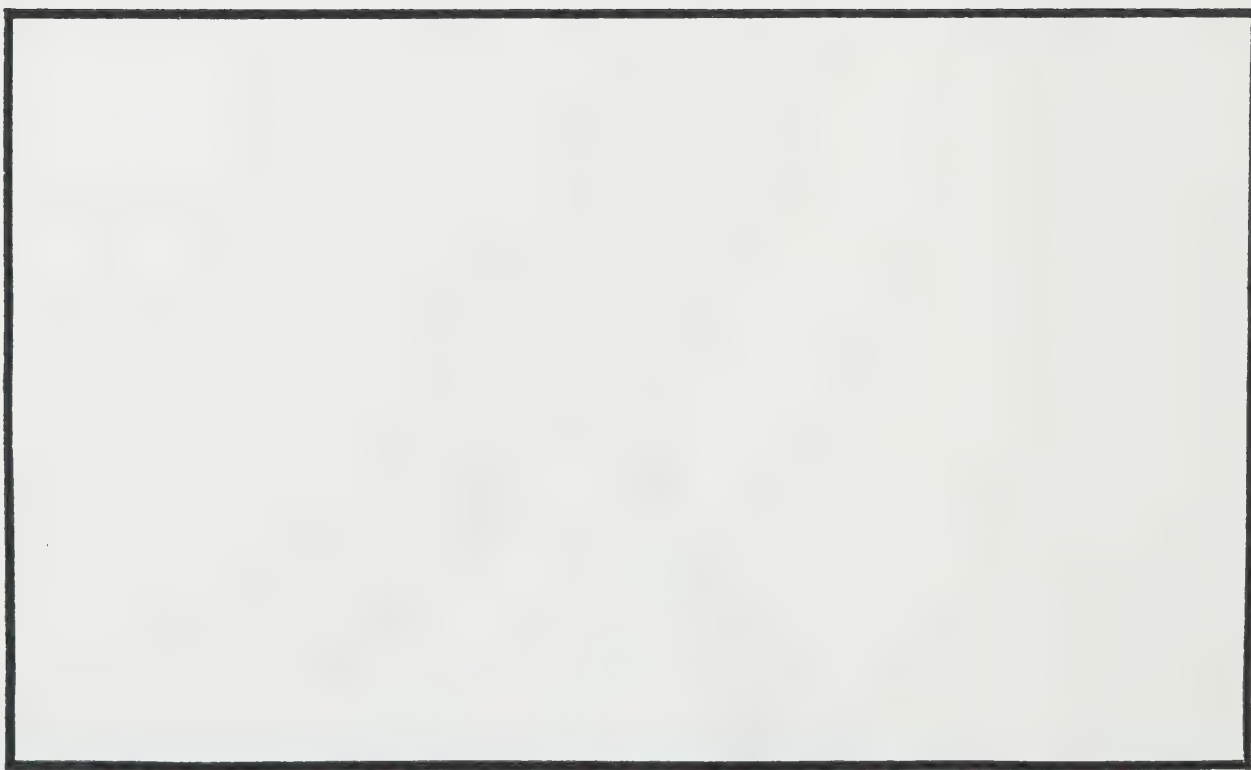
| <u>1985</u> | | | <u>1986</u> | | |
|--------------|---------------|---------------|---------------|--------------|---------------|
| <u>Oct.3</u> | <u>Oct.10</u> | <u>Oct.17</u> | <u>Oct. 2</u> | <u>Oct.9</u> | <u>Oct.16</u> |
| 8.99 | 8.85 | 8.78 | 8.60 | 8.50 | 8.58 |

6. Gross National Product

| | <u>I Quarter</u> <u>1986</u> | <u>II Quarter</u> <u>1986</u> | <u>%</u> |
|---|---------------------------------|----------------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 477.8 | 485.3 | 1.6 |
| G.N.P. (Billions of 1981 Constant Dollars) | 384.1 | 388.2 | 1.1 |
| G.N.E. Implicit Price Index (1981 = 100) | 124.4 | 125.0 | 0.5 |

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada





Canadian Transport
Commission

Commission canadienne
des transports

Research
Branch

Direction
de la recherche

Economic
and Social
Research
Directorate

Recherche
économique
et sociale

Canada

CAI
TA115
-T63

Transportation Intelligence Report



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I. TRANSPORTATION

1. WATER

Water Borne Cargo Tonnage at Selected Canadian Ports (in thousands of tonnes)

| | September | | | Year to Date | | |
|------------|-----------|-------|--------|--------------|--------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Halifax | 1 160 | 1 268 | 9% | 10 162 | 10 098 | -1% |
| Saint John | 942 | 1 073 | 14% | 5 630 | 9 144 | 62% |
| Quebec | 1 548 | 1 250 | -19% | 10 486 | 10 086 | -4% |
| Montreal | 1 716 | 1 643 | -4% | 14 959 | 14 022 | -6% |
| Vancouver | 4 415 | 4 196 | -5% | 42 128 | 43 824 | 4% |
| TOTAL | 9 781 | 9 430 | -4% | 83 365 | 87 174 | 5% |

St. Lawrence Seaway Tonnage* (in thousands of tonnes)

| | October | | | Year to Date | | |
|--|---------|-------|--------|--------------|--------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| a) Montreal-Lake Ontario Commodities: | | | | | | |
| Grain | 1 293 | 2 583 | 100% | 11 507 | 11 217 | -3% |
| Iron Ore | 740 | 989 | 34% | 6 909 | 6 300 | -9% |
| Other Bulk | 769 | 963 | 25% | 5 602 | 6 360 | 14% |
| | 2 802 | 4 535 | 62% | 24 018 | 23 877 | -1% |
| General | 500 | 446 | -11% | 3 089 | 2 926 | -5% |
| Other | 107 | 66 | -38% | 716 | 629 | -12% |
| Grand Total | 3 409 | 5 047 | 48% | 27 823 | 27 432 | -1% |
| b) Welland Canal Commodities: | | | | | | |
| Grain | 1 235 | 2 749 | 123% | 12 038 | 11 795 | -2% |
| Iron Ore | 378 | 717 | 90% | 5 563 | 4 756 | -14% |
| Coal | 387 | 731 | 89% | 4 586 | 4 785 | 4% |
| Other Bulk | 605 | 909 | 50% | 6 456 | 7 304 | 13% |
| | 2 605 | 5 106 | 96% | 28 643 | 28 640 | -- |
| General | 162 | 366 | 126 | 2 398 | 2 341 | -2% |
| Other | 6 | 7 | 17% | 173 | 129 | -25% |
| Grand Total | 2 773 | 5 479 | 98% | 31 214 | 31 110 | -0.3% |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | October | | | Year to Date | | |
|-----------------------|---------|------|--------|--------------|-------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 205 | 254 | 24% | 1 425 | 1 436 | 1% |
| Ocean | 108 | 210 | 94% | 937 | 1 050 | 12% |
| | 313 | 464 | 48% | 2 362 | 2 486 | 5% |
| Welland Canal | | | | | | |
| Inland | 191 | 352 | 84% | 2 119 | 2 115 | -- |
| Ocean | 46 | 181 | 293% | 749 | 890 | 19% |
| | 237 | 533 | 125% | 2 868 | 3 005 | 5% |

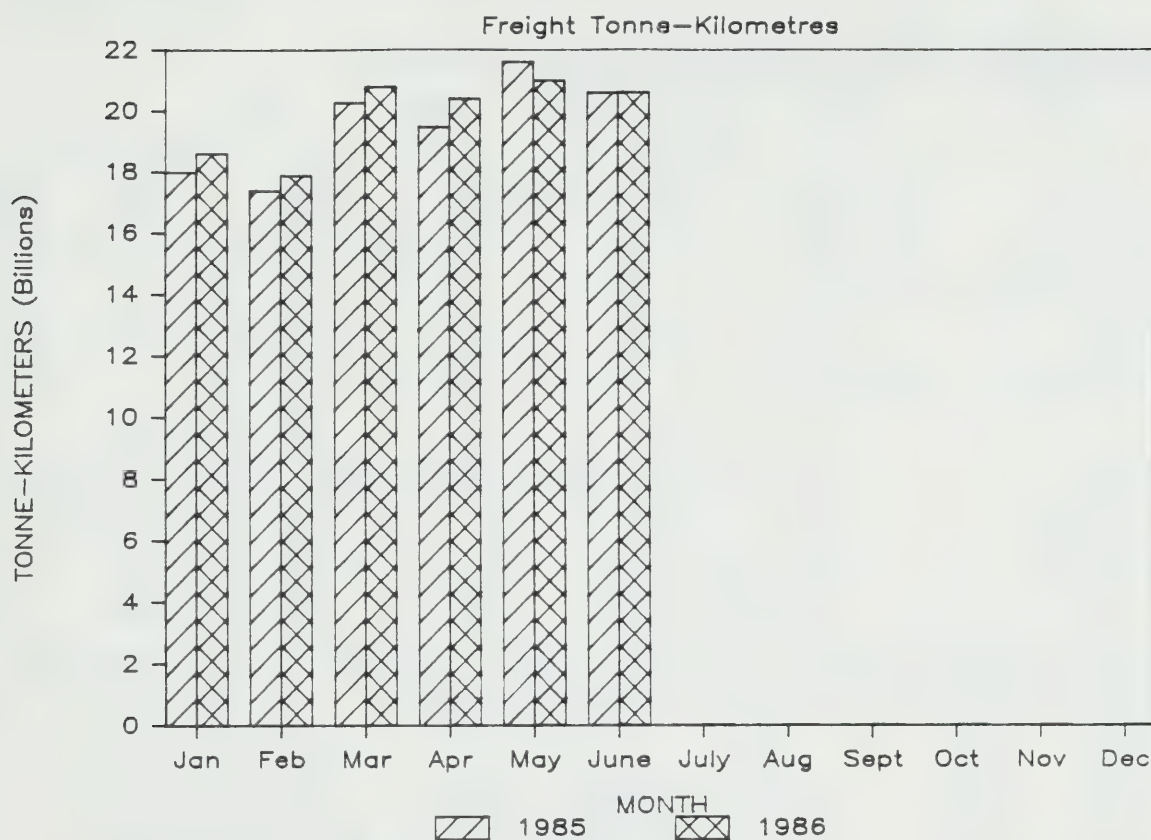
2. RAIL

Operating Statistics*
(in millions)

| | June | | | Year to Date | | |
|-------------------------|----------|----------|--------|--------------|-----------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Operating Revenues (\$) | 634.3 | 620.3 | -2% | 3 719.5 | 3 723.3 | -- |
| Operating Expenses (\$) | 597.2 | 606.8 | 2% | 3 587.4 | 3 625.7 | 1% |
| Operating Income (\$) | 37.1 | 13.5 | -64% | 132.1 | 97.7 | -26% |
| Tonne-km, freight | 20 573.4 | 20 628.8 | 0.3% | 117 351.9 | 119 298.3 | 2% |
| Passenger-km, Intercity | 196.9 | 195.0 | -1% | 994.6 | 955.0 | -4% |
| Total | 197.3 | 195.3 | -1% | 997.9 | 957.9 | -4% |
| Passengers, Intercity | 0.565 | 0.526 | -7% | 3.098 | 2.854 | -8% |
| Total | 0.580 | 0.538 | -7% | 3.230 | 2.975 | -8% |
| Freight Train-km | 8.5 | 8.4 | -1% | 49.1 | 49.0 | -- |
| Freight Car-km | 654.8 | 637.7 | -3% | 3 690.0 | 3 711.6 | 1% |
| Passenger Car-km | 12.2 | 11.5 | -6% | 59.7 | 60.4 | 1% |

*The above table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Carloadings

(in thousands of tonnes)

| | August | | | Year to Date | | |
|--------------------------|--------|--------|--------|--------------|---------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Carload Traffic | | | | | | |
| (excl. Piggyback) | 17 878 | 16 911 | -5% | 149 242 | 149 672 | -- |
| Non-Carload Traffic | 4 | 3 | 17% | 28 | 22 | -27% |
| Piggyback Traffic | 958 | 943 | -2% | 7 987 | 7 660 | -4% |
| Receipts from U.S. | | | | | | |
| Connections | 1 026 | 1 011 | -1% | 8 856 | 8 443 | -5% |
| Total Traffic Carried | 19 866 | 18 868 | -5% | 165 786 | 166 124 | -- |
| Major Commodity Changes: | | | | | | |
| Coal | 3 385 | 3 315 | -2% | 29 443 | 27 603 | -6% |
| Grain (excl. wheat) | 447 | 824 | 84% | 4 163 | 6 667 | 60% |
| Wheat | 1 158 | 950 | -18% | 11 706 | 12 291 | 5% |
| Iron Ore & Conc. | 3 358 | 2 859 | -15% | 25 279 | 24 969 | -1% |

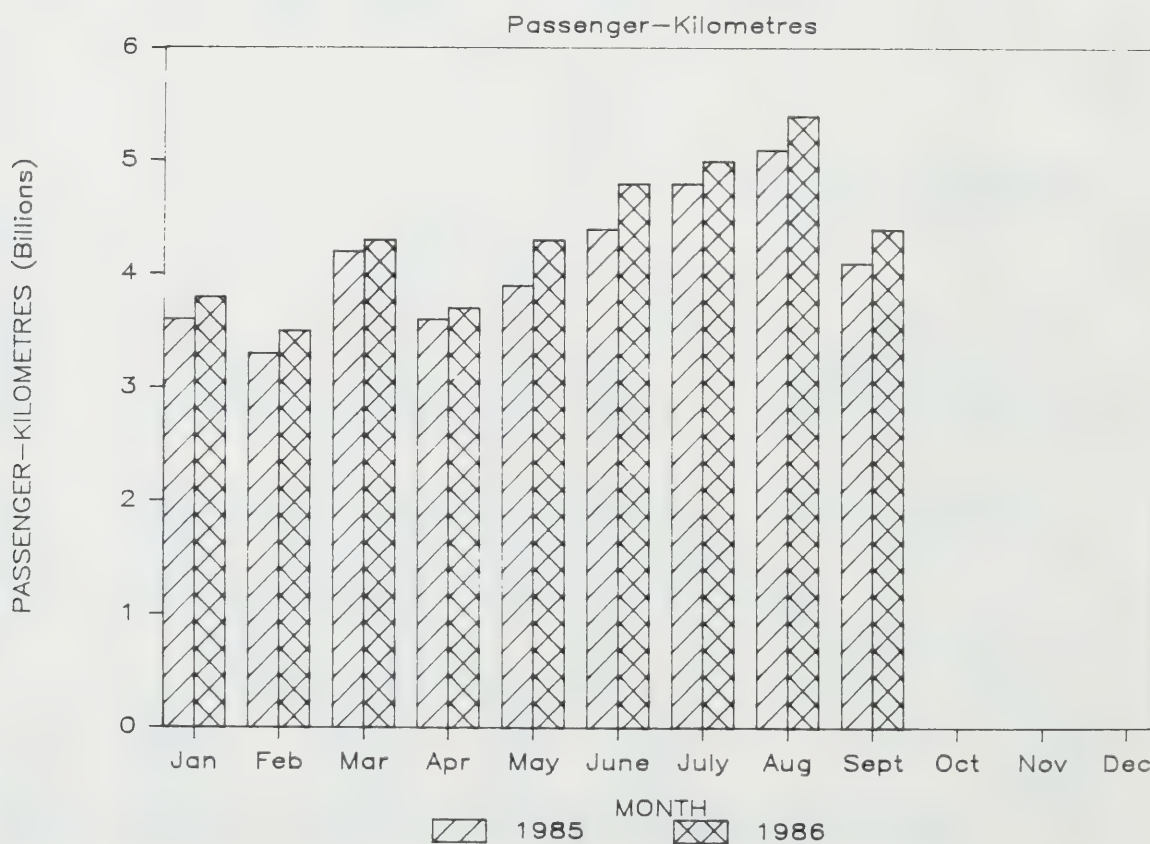
3. AIR

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | September | | | Year to Date | | |
|-------------------------|-----------|---------|--------|--------------|----------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Operating Revenues (\$) | 398.0 | 451.3 | 13% | 3 557.5 | 3 756.9 | 6% |
| Operating Expenses (\$) | 385.2 | 382.6 | -1% | 3 390.5 | 3,539.8 | 4% |
| Operating Income (\$) | 12.8 | 68.6 | 436% | 167.0 | 217.1 | 30% |
| Enplaned Passengers | 1 884 | 2 006 | 6% | 17 837 | 18 050 | 1% |
| Passenger-km | 4 072.6 | 4 379.5 | 7% | 36 998.3 | 38 728.3 | 5% |
| Goods Tonne-km | 97.4 | 97.4 | -- | 860.7 | 851.7 | -1% |

*Level I now includes Air Canada, Canadian Pacific Air Lines, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada*
(Charter Operations)

| | IV Quarter | | | Year to Date | | |
|---------|------------|---------|--------|--------------|-----------|--------|
| | 1984 | 1985 | Change | 1984 | 1985 | Change |
| Africa | 452 | 1 114 | 146% | 1 038 | 2 194 | 111% |
| Asia | -- | 9 | -- | -- | 1 629 | -- |
| Europe | 91 323 | 92 677 | 1% | 947 772 | 1 062 204 | 12% |
| South | 168 204 | 192 974 | 15% | 755 969 | 917 474 | 21% |
| U.S.A. | 374 659 | 402 948 | 8% | 1 608 905 | 1 746 440 | 8% |
| Pacific | -- | 43 | -- | -- | 50 | -- |
| TOTAL | 634 638 | 689 765 | 9% | 3 312 684 | 3 729 991 | 13% |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| | | IV Quarter | | | Year to Date | | |
|--------------------|-------------------|------------|-------|--------|--------------|---------|--------|
| Rank | City Pair | 1984 | 1985 | Change | 1984 | 1985 | Change |
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal-Toronto | 293.7 | 327.4 | 9% | 1 084.9 | 1 197.6 | 10% |
| 2. | Ottawa-Toronto | 159.4 | 169.6 | 6% | 623.7 | 633.2 | 1% |
| 3. | Calgary-Vancouver | 116.4 | 112.9 | -3% | 436.8 | 430.0 | -2% |
| 4. | Toronto-Vancouver | 101.8 | 111.6 | 10% | 495.3 | 458.2 | -7% |
| 5. | Calgary-Toronto | 91.6 | 101.7 | 11% | 395.7 | 399.5 | 1% |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto-New York | 156.6 | 177.5 | 13% | 624.3 | 637.2 | 2% |
| 2. | Montreal-New York | 88.0 | 138.3 | 57% | 330.2 | 410.4 | 24% |
| 3. | Montreal-Miami | 50.4 | 55.8 | 11% | 160.7 | 165.6 | 3% |
| 4. | Toronto-Chicago | 56.6 | 55.2 | -3% | 222.3 | 228.4 | 3% |
| 5. | Toronto-Boston | 43.9 | 45.3 | 3% | 172.8 | 171.1 | -1% |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | | December | Year to Date | | |
|-----|---------------------------------|----------|--------------|--------|--------|
| | | 1985 | 1984 | 1985 | Change |
| 1. | Lester B. Pearson International | 1 109 | 13 082 | 13 632 | 4% |
| 2. | Vancouver International | 472 | 6 036 | 6 047 | -- |
| 3. | Montreal International | 423 | 5 566 | 5 489 | -1% |
| 4. | Calgary International | 293 | 3 632 | 3 683 | 1% |
| 5. | Winnipeg International | 171 | 2 056 | 2 066 | 0.5% |
| 6. | Edmonton International | 161 | 1 847 | 1 840 | -0.4% |
| 7. | Ottawa International | 156 | 1 982 | 1 980 | -- |
| 8. | Halifax International | 146 | 1 610 | 1 776 | 10% |
| 9. | Mirabel International | 97 | 1 178 | 1 259 | 7% |
| 10. | Edmonton Municipal | 53 | 738 | 761 | 3% |

*Revised

4. ROAD

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | August | | | Year to Date | | |
|----------------------------|-------------|-------------|---------------|--------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Carriers Reporting | 20 | 20 | | 20 | 20 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 23 954 | 24 927 | 4% | 151 675 | 152 541 | 1% |
| Other Services | 4 869 | 5 506 | 13% | 44 923 | 45 904 | 2% |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 2 233 | 2 278 | 2% | 15 781 | 15 061 | -5% |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 17 348 | 17 648 | 2% | 119 438 | 118 657 | -1% |
| Other Services | 2 872 | 3 108 | 8% | 32 969 | 27 281 | -17% |

*Figures not available.

Urban Transit
(in millions)

| | August | | | Year to Date | | |
|--|-------------|-------------|---------------|--------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| Fare Passengers Carried: | | | | | | |
| Urban and Suburban (regular and extra services) | | | | | | |
| Motor Bus | 77.3 | 83.2 | 8% | 732.9 | 761.9 | 4% |
| Trolley, Coach, Streetcar, Subway, etc. | 22.2 | 22.6 | 2% | 197.8 | 203.1 | 3% |
| Other Services** | * | * | | * | * | |
| Total | 99.4 | 105.8 | 6% | 930.7 | 965.0 | 4% |

Total Distance Run:

| | | | | | | |
|--|------|------|-----|-------|-------|-----|
| Urban and Suburban (regular and extra services) | | | | | | |
| Motor Bus | 44.3 | 44.0 | -1% | 367.2 | 360.9 | -2% |
| Trolley, Coach, Streetcar, Subway, etc. | 14.6 | 14.7 | -- | 117.4 | 119.1 | 1% |
| Other Services** | 0.5 | 0.6 | 18% | 5.0 | 5.4 | 8% |
| Total | 59.5 | 59.3 | -- | 489.5 | 485.5 | -1% |

*Figures not available.

**Other Services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal
Use Car Operated During II Quarter, 1985*

| | 1984 Models Only | | Models of All Years | |
|--------|---------------------|-------------------|---------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gall</u> | <u>litres/100km</u> | <u>miles/gall</u> |
| Canada | 9.9 | 28.5 | 12.4 | 22.8 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada
(in thousands)

| | July | | | Year to Date | | |
|---------------------|-------|-------|--------|--------------|-------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Passenger Cars | 91.7 | 99.5 | 8% | 692.3 | 684.6 | -1% |
| Commercial Vehicles | 32.2 | 38.4 | 19% | 231.7 | 256.5 | 11% |
| Total | 123.9 | 138.0 | 11% | 924.0 | 941.1 | 2% |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*
(in thousands)

| | September | | | Year to Date | | |
|--------------------------|-----------|-------|--------|--------------|--------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Non Resident Travellers: | | | | | | |
| United States | 3 142 | 3 617 | 15% | 27 967 | 31 238 | 12% |
| All Other Countries | 191 | 257 | 34% | 1 515 | 1 893 | 25% |
| Total | 3 333 | 3 874 | 16% | 29 482 | 33 131 | 12% |
| Residents of Canada: | | | | | | |
| United States | 3 240 | 3 088 | -5% | 29 520 | 29 914 | 1% |
| All Other Countries | 205 | 178 | -13% | 1 893 | 1 847 | -2% |
| Total | 3 444 | 3 266 | -5% | 31 413 | 31 762 | 1% |
| Grand Total | 6 777 | 7 140 | 5% | 60 895 | 64 892 | 7% |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products
(cubic metres in thousands)

| | July | | | Year to Date | | |
|--------------------------|-------|-------|--------|--------------|--------|--------|
| | 1985 | 1986 | Change | 1985 | 1986 | Change |
| Motor Gasoline | 3 097 | 3 112 | 0.5% | 18 609 | 18 610 | -- |
| Diesel Fuel Oil | 1 353 | 1 341 | -1% | 8 408 | 8 514 | 1% |
| All Other Products | 2 231 | 2 273 | 2% | 17 241 | 16 892 | -2% |
| Total Petroleum Products | 6 682 | 6 726 | 1% | 44 258 | 44 015 | -1% |

Disposition of Energy
(in petajoules: 1 petajoule=10¹⁵ joules)

| | I Quarter | | | Year to Date | | |
|--|-------------|-------------|---------------|--------------|-------------|---------------|
| | <u>1985</u> | <u>1986</u> | <u>Change</u> | <u>1985</u> | <u>1986</u> | <u>Change</u> |
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 77.9 | 81.6 | 5% | 77.9 | 81.6 | 5% |
| Rail | 20.0 | 19.0 | -5% | 20.0 | 19.0 | -5% |
| Air | 28.1 | 30.0 | 6% | 28.1 | 30.0 | 6% |
| Marine | 10.4 | 8.5 | -18% | 10.4 | 8.5 | -18% |
| Road, Urban Transit & Retail Pump Sales | 270.4 | 269.4 | -0.4 | 270.4 | 269.4 | -0.4 |
| Residential and Agriculture | 120.7 | 106.7 | -12% | 120.7 | 106.7 | -12% |
| Commercial, Other Insti- tutional and Pipelines | 76.4 | 67.3 | -12% | 76.4 | 67.3 | -12% |
| Energy Use- | | | | | | |
| Final Demand* | 603.9 | 582.4 | -4% | 603.9 | 582.4 | -4% |
| Producer Consumption | 55.3 | 55.2 | -- | 55.3 | 55.2 | -- |
| Non-Energy Use | 53.3 | 67.6 | 27% | 53.3 | 67.6 | 27% |
| Net Supply | 725.1 | 719.5 | -1% | 725.1 | 719.5 | -1% |

*1986 Final Demand to Date = 0.000023 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|--|---------|---------|------|---------|---------|------|
| Industrial | 518.4 | 520.7 | 0.4% | 518.4 | 520.7 | 0.4% |
| Rail | 20.0 | 19.0 | -5% | 20.0 | 19.0 | -5% |
| Air | 28.1 | 30.0 | 6% | 28.1 | 30.0 | 6% |
| Marine | 10.4 | 8.5 | -18 | 10.4 | 8.5 | -18% |
| Road, Urban Transit & Retail Pump Sales | 275.1 | 274.9 | -- | 275.1 | 274.9 | -- |
| Residential and Agriculture | 492.3 | 482.9 | -2% | 492.3 | 482.9 | -2% |
| Commercial, Other Insti- tutional and Pipelines | 369.7 | 365.0 | -1% | 369.7 | 365.0 | -1% |
| Energy Use- | | | | | | |
| Final Demand* | 1 714.1 | 1 700.7 | -1% | 1 714.1 | 1 700.7 | -1% |
| Producer Consumption | 190.8 | 206.3 | 8% | 190.8 | 206.3 | 8% |
| Non-Energy Use | 122.3 | 138.6 | 13% | 122.3 | 138.6 | 13% |
| Net Supply | 2 007.0 | 2 018.3 | 1% | 2 007.0 | 2 018.3 | 1% |

*1986 Final Demand to Date = 0.000667 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | 1985 Oct. | 1986 Sept. Oct. | % Change Oct. '86 from Oct. '85 Sept. '86 | |
|-----------------------|--------------|--------------------|---|------|
| (1981 = 100) | | | | |
| Consumer Price Index: | | | | |
| All Items | 128.4 | 133.3 134.0 | 4.4 | 0.5 |
| Public Transport | 151.1 | 167.7 166.1 | 9.9 | -1.0 |
| Gasoline | 147.6 | 119.1 117.9 | -20.1 | -1.0 |

| | 1984 IV Qtr. | 1985 III Qtr. IV Qtr. | % Change IV Qtr. '85 from IV Qtr. '84 III Qtr. '85 | |
|---------------------|-----------------|--------------------------|--|------|
| (1981 = 100) | | | | |
| Travel Price Index: | 127.4 | 133.7 136.3 | 7.0% | 1.9% |

| | 1985 Sept. | 1986 Aug. Sept. | % Change Sept. '86 from Sept. '85 Aug. '86 | |
|---|---------------|--------------------|--|-----|
| (1981 = 100) | | | | |
| Industrial Product Price Index (All Commodities) | 118.6 | 119.1 119.4 | 0.7 | 0.3 |

2. Employment

| | 1985 Oct. | 1986 Sept. Oct. | | |
|-----------------------------|--------------|--------------------|--|--|
| Unemployment Rate: | | | | |
| Seasonally Adjusted | 10.3 | 9.5 9.4 | | |
| Unadjusted | 9.5 | 8.8 8.7 | | |
| Number of Employed ('000)* | 11 475 | 11 738 11 720 | | |
| Number of Unemployed ('000) | 1 200 | 1 127 1 116 | | |

*Unadjusted

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | 1985 May | 1986 Apr. May | % Change May '86 from May '85 Apr. '86 | |
|-------------------|-------------|------------------|--|-------|
| (1971 = 100) | | | | |
| Total | 154.9 | 161.7 160.1 | 3.4% | -1.0% |
| Goods Producing | 135.7 | 141.7 139.8 | 3.0% | -1.3% |
| Service Producing | 167.9 | 175.3 173.9 | 2.3% | -0.8% |
| Transportation | 160.9 | 166.9 162.6 | 1.1% | -2.6% |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1985 | | | 1986 | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Nov. 6</u> | <u>Nov.13</u> | <u>Nov.20</u> | <u>Nov. 5</u> | <u>Nov.12</u> | <u>Nov.19</u> |
| 72.95 | 72.59 | 72.63 | 71.96 | 72.08 | 72.26 |

5. Bank of Canada Rate

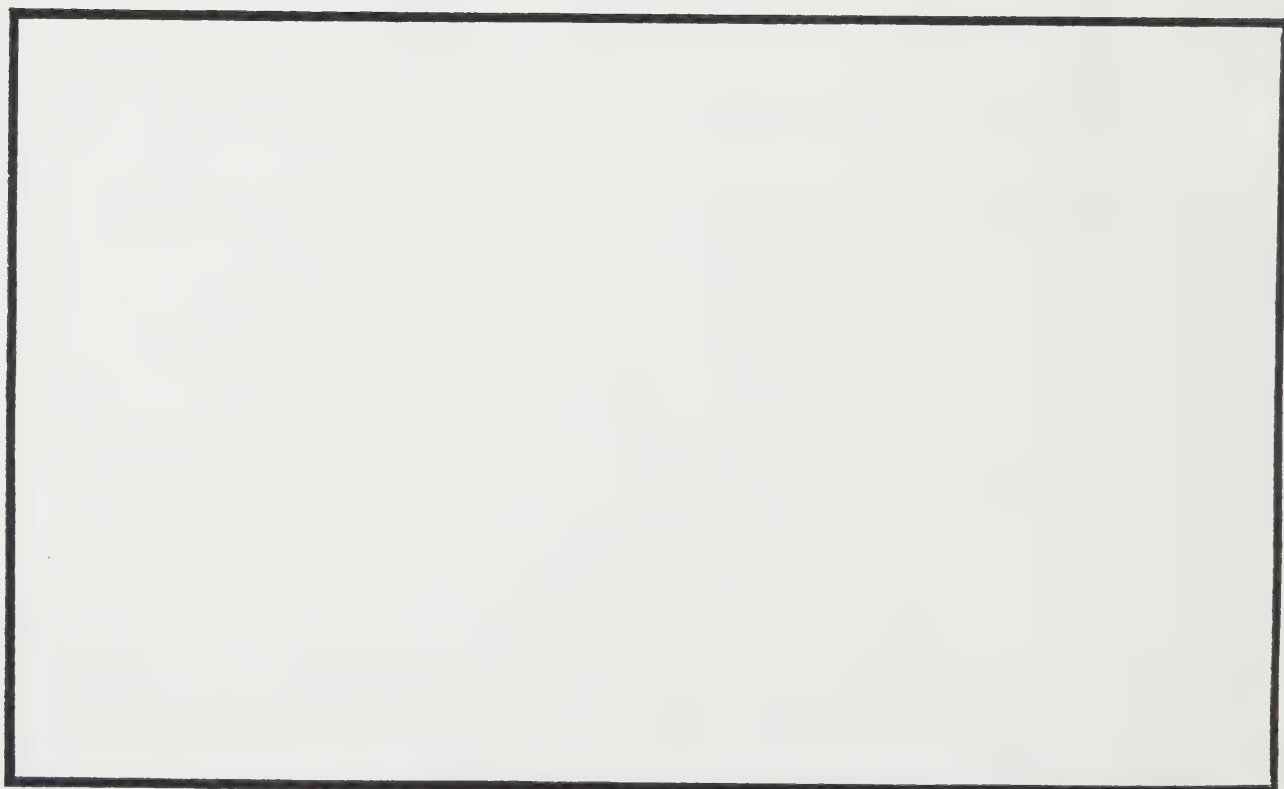
| 1985 | | | 1986 | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Nov. 7</u> | <u>Nov.14</u> | <u>Nov.21</u> | <u>Nov. 6</u> | <u>Nov.13</u> | <u>Nov.20</u> |
| 8.84 | 8.96 | 8.98 | 8.59 | 8.54 | 8.47 |

6. Gross National Product

| | <u>I Quarter 1986</u> | <u>II Quarter 1986</u> | <u>%</u> |
|---|---------------------------|----------------------------|----------|
| G.N.P. (Billions of Current Dollars) | 477.8 | 485.3 | 1.6 |
| G.N.P. (Billions of 1981 Constant Dollars) | 384.1 | 388.2 | 1.1 |
| G.N.E. Implicit Price Index (1981 = 100) | 124.4 | 125.0 | 0.5 |

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



CA1
TA115
-T63

Canadian Transport
Commission

Research
Branch

Economic
and Social
Research
Directorate

Commission canadienne
des transports

Direction
de la recherche

Recherche
économique
et sociale

Canada

Transportation Intelligence Report



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I. TRANSPORTATION

1. WATER

Water Borne Cargo Tonnage at Selected Canadian Ports
(in thousands of tonnes)

| | September | | | Year to Date | | |
|------------|-----------|-------|----------|--------------|--------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Halifax | 1 160 | 1 268 | 9 | 10 162 | 10 098 | -1 |
| Saint John | 942 | 1 073 | 14 | 5 630 | 9 144 | 62 |
| Quebec | 1 548 | 1 250 | -19 | 10 486 | 10 086 | -4 |
| Montreal | 1 716 | 1 643 | -4 | 14 959 | 14 022 | -6 |
| Vancouver | 4 415 | 4 196 | -5 | 42 128 | 43 824 | 4 |
| TOTAL | 9 781 | 9 430 | -4 | 83 365 | 87 174 | 5 |

St. Lawrence Seaway Tonnage*
(in thousands of tonnes)

| | November | | | Year to Date | | |
|--|----------|-------|----------|--------------|--------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| a) Montreal-Lake Ontario Commodities: | | | | | | |
| Grain | 2 515 | 3 053 | 21 | 14 022 | 14 308 | 2 |
| Iron Ore | 1 030 | 1 180 | 15 | 7 939 | 7 500 | -5 |
| Other Bulk | 921 | 1 179 | 28 | 6 524 | 7 587 | 16 |
| | 4 466 | 5 412 | 21 | 28 485 | 29 395 | 3 |
| General | 774 | 886 | 14 | 3 863 | 3 818 | -1 |
| Other | 71 | 70 | -1 | 786 | 737 | -6 |
| Grand Total | 5 311 | 6 368 | 20 | 33 134 | 33 950 | 2 |
| b) Welland Canal Commodities: | | | | | | |
| Grain | 2 722 | 2 989 | 10 | 14 760 | 14 805 | 0.3 |
| Iron Ore | 848 | 724 | -15 | 6 412 | 5 485 | -14 |
| Coal | 683 | 693 | 1 | 5 269 | 5 487 | 4 |
| Other Bulk | 1 013 | 1 292 | 28 | 7 470 | 8 634 | 16 |
| | 5 266 | 5 698 | 8 | 33 911 | 34 411 | 1 |
| General | 838 | 650 | -22 | 3 237 | 2 968 | -8 |
| Other | 37 | 14 | -62 | 208 | 180 | -13 |
| Grand Total | 6 141 | 6 362 | 4 | 37 356 | 37 559 | 0.5 |

*St. Lawrence Seaway closes during Winter.

Commercial Vessel Transits

| | November | | | Year to Date | | |
|-----------------------|----------|------|----------|--------------|-------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Montreal-Lake Ontario | | | | | | |
| Inland | 209 | 280 | 34 | 1 634 | 1 716 | 5 |
| Ocean | 190 | 237 | 25 | 1 127 | 1 288 | 14 |
| | 399 | 517 | 30 | 2 761 | 3 004 | 9 |
| Welland Canal | | | | | | |
| Inland | 368 | 361 | -2 | 2 487 | 2 478 | 0.4 |
| Ocean | 187 | 212 | 13 | 936 | 1 104 | 18 |
| | 555 | 573 | 3 | 3 423 | 3 582 | 5 |

2. RAIL

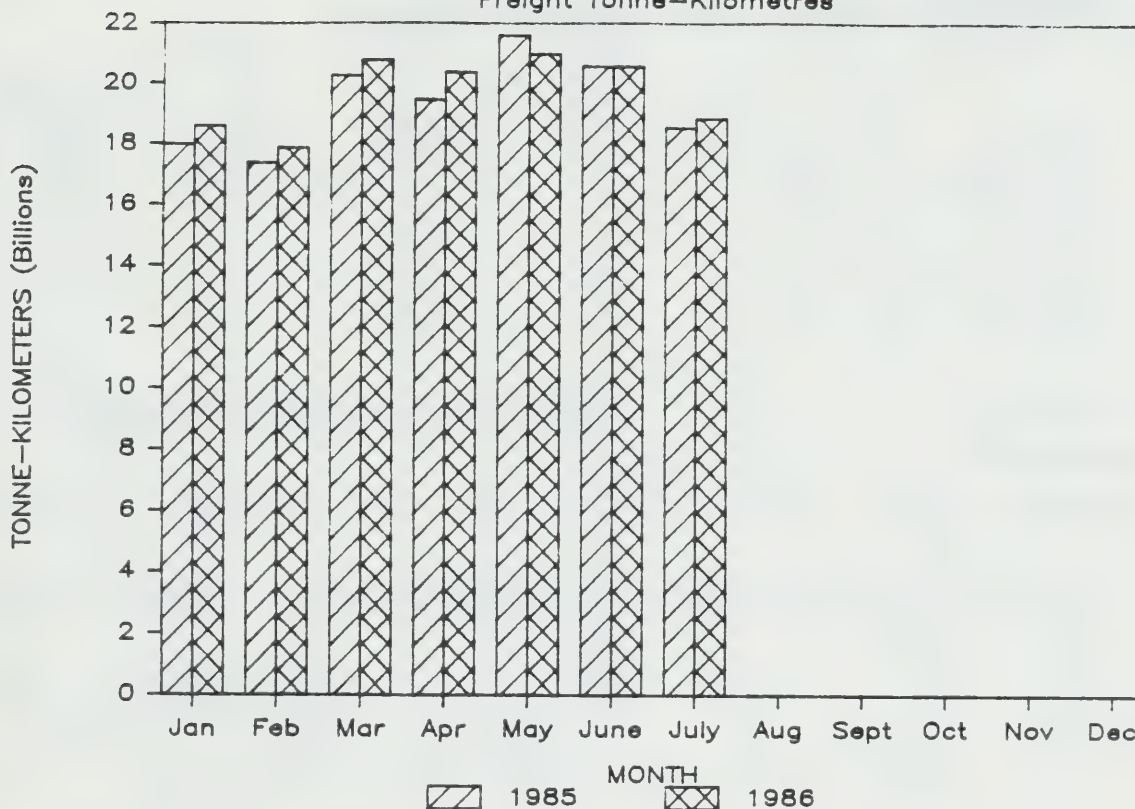
Operating Statistics*
(in millions)

| | July | | | Year to Date | | |
|-------------------------|----------|----------|----------|--------------|-----------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Operating Revenues (\$) | 616.7 | 598.7 | -3 | 4 336.2 | 4 322.0 | -0.3 |
| Operating Expenses (\$) | 604.6 | 596.0 | -1 | 4 192.0 | 4 221.6 | 1 |
| Operating Income (\$) | 12.1 | 2.7 | -78 | 144.2 | 100.3 | -30 |
| Tonne-km, freight | 18 594.3 | 18 910.9 | 2 | 135 946.2 | 138 209.2 | 2 |
| Passenger-km, Intercity | 258.5 | 236.6 | -8 | 1 253.1 | 1 191.6 | -5 |
| Total | 259.0 | 236.9 | -8 | 1 256.9 | 1 194.8 | -5 |
| Passengers, Intercity | 0.733 | 0.580 | -21 | 3.758 | 3.434 | -9 |
| Total | 0.752 | 0.592 | -21 | 3.908 | 3.567 | -9 |
| Freight Train-km | 8.0 | 8.1 | 1 | 57.1 | 57.1 | -- |
| Freight Car-km | 603.2 | 597.6 | -1 | 4 293.2 | 4 309.3 | 0.4 |
| Passenger Car-km | 13.9 | 12.6 | -9 | 73.6 | 73.0 | -1 |

*The above table comprises data pertaining to the seven largest railways in Canada.

RAIL OPERATING STATISTICS

Freight Tonne-Kilometres



Carloadings (in thousands of tonnes)

| | September | | | Year to Date | | |
|--------------------------------------|-----------|--------|----------|--------------|---------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Carload Traffic (excl. Piggyback) | 18 462 | 17 546 | -5 | 167 704 | 167 218 | -0.3 |
| Non-Carload Traffic | 4 | 3 | -26 | 32 | 25 | -22 |
| Piggyback Traffic | 921 | 998 | 8 | 8 581 | 8 985 | 5 |
| Receipts from U.S. Connections | 1 075 | 1 059 | -2 | 9 931 | 9 501 | -4 |
| Total Traffic Carried | 20 463 | 19 606 | -4 | 186 730 | 186 249 | -0.3 |

Major Commodity Changes:

| | | | | | | |
|---------------------|-------|-------|-----|--------|--------|----|
| Coal | 3 330 | 3 106 | -7 | 32 772 | 30 709 | -6 |
| Grain (excl. wheat) | 540 | 829 | 53 | 4 703 | 7 496 | 59 |
| Wheat | 1 255 | 640 | -49 | 12 961 | 12 931 | -- |
| Iron Ore & Conc. | 3 559 | 3 169 | -11 | 28 838 | 28 138 | -2 |

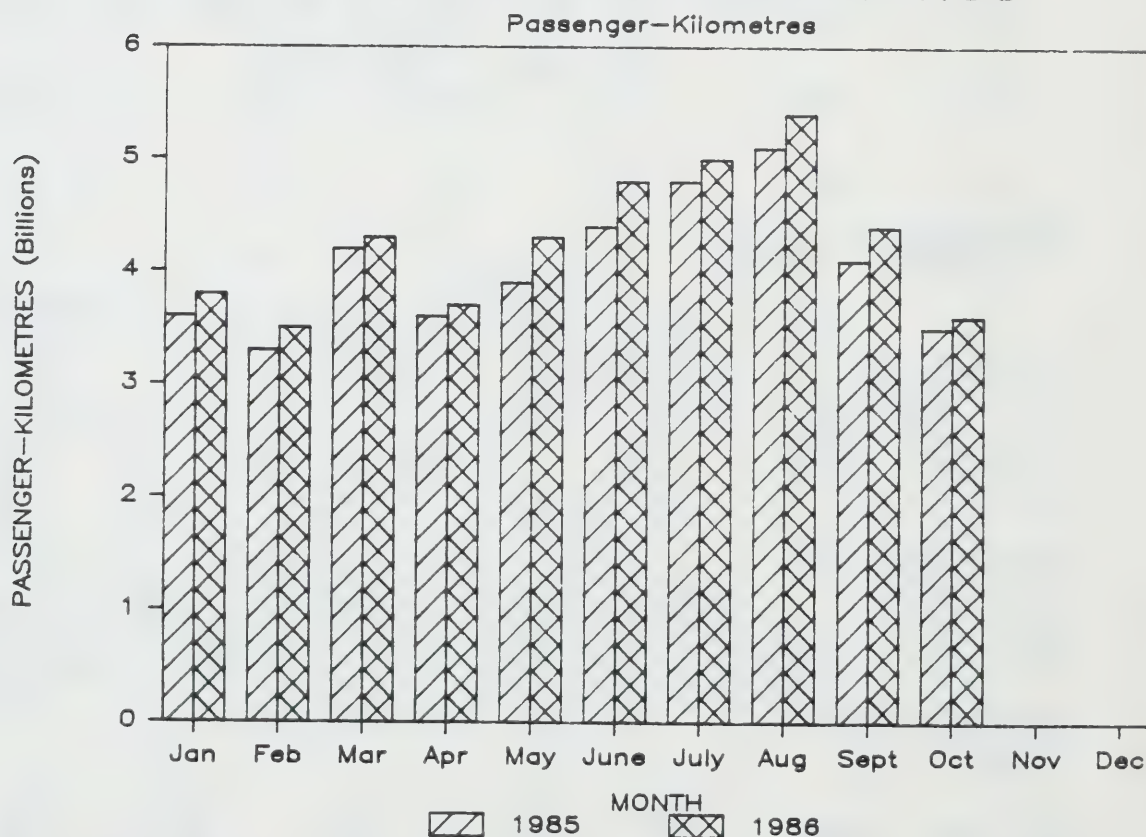
3. AIR

Major Canadian Air Transport Carriers - Level I*
Operating Statistics (Unit Toll and Charter Services)
 (in millions)

| | October | | | Year to Date | | |
|-------------------------|---------|---------|----------|--------------|----------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Operating Revenues (\$) | 374.8 | 412.0 | 10 | 3 932.3 | 4 168.8 | 6 |
| Operating Expenses (\$) | 407.1 | 375.9 | -8 | 3 797.1 | 3 917.4 | 3 |
| Operating Income (\$) | -32.4 | 36.1 | -- | 135.2 | 251.4 | 86 |
| Enplaned Passengers | 1 861 | 1 813 | -3 | 19 692 | 19 863 | 1 |
| Passenger-km | 3 532.5 | 3 557.2 | 1 | 40 530.9 | 42 285.5 | 4 |
| Goods Tonne-km | 100.3 | 104.9 | 5 | 961.0 | 956.6 | -0.5 |

*Level I now includes Air Canada, Canadian Pacific Air Lines, Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Wardair.

AIR OPERATING STATISTICS



International Passengers In and Out of Canada*
(Charter Operations)

| | IV Quarter | | | Year to Date | | |
|---------|------------|---------|----------|--------------|-----------|----------|
| | 1984 | 1985 | % Change | 1984 | 1985 | % Change |
| Africa | 452 | 1 114 | 146 | 1 038 | 2 194 | 111 |
| Asia | -- | 9 | -- | -- | 1 629 | -- |
| Europe | 91 323 | 92 677 | 1 | 947 772 | 1 062 204 | 12 |
| South | 168 204 | 192 974 | 15 | 755 969 | 917 474 | 21 |
| U.S.A. | 374 659 | 402 948 | 8 | 1 608 905 | 1 746 440 | 8 |
| Pacific | -- | 43 | -- | -- | 50 | -- |
| TOTAL | 634 638 | 689 765 | 9 | 3 312 684 | 3 729 991 | 13 |

Scheduled Air Passenger Origin and Destination
(passengers in thousands)

| | | IV Quarter | | | Year to Date | | |
|--------------------|-------------------|------------|-------|----------|--------------|---------|----------|
| Rank | City Pair | 1984 | 1985 | % Change | 1984 | 1985 | % Change |
| <u>Domestic</u> | | | | | | | |
| 1. | Montreal-Toronto | 293.7 | 327.4 | 9 | 1 084.9 | 1 197.6 | 10 |
| 2. | Ottawa-Toronto | 159.4 | 169.6 | 6 | 623.7 | 633.2 | 1 |
| 3. | Calgary-Vancouver | 116.4 | 112.9 | -3 | 436.8 | 430.0 | -2 |
| 4. | Toronto-Vancouver | 101.8 | 111.6 | 10 | 495.3 | 458.2 | -7 |
| 5. | Calgary-Toronto | 91.6 | 101.7 | 11 | 395.7 | 399.5 | 1 |
| <u>Transborder</u> | | | | | | | |
| 1. | Toronto-New York | 156.6 | 177.5 | 13 | 624.3 | 637.2 | 2 |
| 2. | Montreal-New York | 88.0 | 138.3 | 57 | 330.2 | 410.4 | 24 |
| 3. | Montreal-Miami | 50.4 | 55.8 | 11 | 160.7 | 165.6 | 3 |
| 4. | Toronto-Chicago | 56.6 | 55.2 | -3 | 222.3 | 228.4 | 3 |
| 5. | Toronto-Boston | 43.9 | 45.3 | 3 | 172.8 | 171.1 | -1 |

Top Ten Canadian Airports Ranked by Total Deplaned plus
Enplaned Passengers (Scheduled Services)
(passengers in thousands)

| | | December | Year to Date | | |
|-----|---------------------------------|----------|--------------|--------|----------|
| | | 1985 | 1984 | 1985 | % Change |
| 1. | Lester B. Pearson International | 1 109 | 13 082 | 13 632 | 4 |
| 2. | Vancouver International | 472 | 6 036 | 6 047 | -- |
| 3. | Montreal International | 423 | 5 566 | 5 489 | -1 |
| 4. | Calgary International | 293 | 3 632 | 3 683 | 1 |
| 5. | Winnipeg International | 171 | 2 056 | 2 066 | 0.5 |
| 6. | Edmonton International | 161 | 1 847 | 1 840 | -0.4 |
| 7. | Ottawa International | 156 | 1 982 | 1 980 | -- |
| 8. | Halifax International | 146 | 1 610 | 1 776 | 10 |
| 9. | Mirabel International | 97 | 1 178 | 1 259 | 7 |
| 10. | Edmonton Municipal | 53 | 738 | 761 | 3 |

*Revised

4. ROAD

Passenger Bus Statistics (Intercity & Rural)
(in thousands)

| | September | | | Year to Date | | |
|----------------------------|-------------|-------------|-----------------|--------------|-------------|-----------------|
| | <u>1985</u> | <u>1986</u> | <u>% Change</u> | <u>1985</u> | <u>1986</u> | <u>% Change</u> |
| Carriers Reporting | 20 | 20 | | 20 | 20 | |
| Passenger Revenue Earned: | | | | | | |
| Intercity & Rural Services | 17 838 | 18 629 | 4 | 169 512 | 171 170 | 1 |
| Other Services | 6 904 | 7 543 | 9 | 51 827 | 53 447 | 3 |
| Fare Passengers Carried: | | | | | | |
| Intercity & Rural Services | 1 945 | 1 911 | -2 | 17 726 | 16 972 | -4 |
| Other Services | * | * | | * | * | |
| Vehicle-km: | | | | | | |
| Intercity & Rural Services | 14 413 | 14 675 | 2 | 133 851 | 133 332 | -0.4 |
| Other Services | 3 769 | 3 909 | 4 | 36 738 | 31 190 | -15 |

*Figures not available.

Urban Transit
(in millions)

| | September | | | Year to Date | | |
|--|-------------|-------------|-----------------|--------------|-------------|-----------------|
| | <u>1985</u> | <u>1986</u> | <u>% Change</u> | <u>1985</u> | <u>1986</u> | <u>% Change</u> |
| Fare Passengers Carried: | | | | | | |
| Urban and Suburban (regular and extra services) | | | | | | |
| Motor Bus | 90.3 | 105.8 | 17 | 823.2 | 867.2 | 5 |
| Trolley Coach, Streetcar, Subway, etc. | 22.0 | 29.4 | 34 | 219.8 | 232.5 | 6 |
| Other Services** | * | * | | * | * | |
| Total | 112.3 | 135.2 | 20 | 1 043.0 | 1 099.7 | 5 |

Total Distance Run:

Urban and Suburban
(regular and extra services)

| | | | | | | |
|---|------|------|---|-------|-------|------|
| Motor Bus | 45.3 | 47.3 | 4 | 412.4 | 407.8 | -1 |
| Trolley Coach, Streetcar, Subway, etc. | 16.0 | 16.5 | 4 | 133.4 | 135.7 | 2 |
| Other Services** | 0.7 | 0.8 | 6 | 5.7 | 6.2 | 8 |
| Total | 62.0 | 64.6 | 4 | 551.5 | 549.6 | -0.3 |

*Figures not available.

**Other services such as charter, school bus and tours.

Average Fuel Consumption Rate of Personal
Use Car Operated During II Quarter, 1985*

| | 1984 Models Only | | Models of All Years | |
|--------|---------------------|-------------------|---------------------|-------------------|
| | <u>litres/100km</u> | <u>miles/gal.</u> | <u>litres/100km</u> | <u>miles/gal.</u> |
| Canada | 9.9 | 28.5 | 12.4 | 22.8 |

*Note: For this quarter, 1985 models were not included.

Number of Motor Vehicles Sold in Canada
(in thousands)

| | August | | | Year to Date | | |
|---------------------|--------|-------|----------|--------------|---------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Passenger Cars | 91.9 | 86.2 | -6 | 784.1 | 770.8 | -2 |
| Commercial Vehicles | 31.8 | 32.6 | 2 | 263.6 | 289.0 | 10 |
| Total | 123.7 | 118.7 | -4 | 1 047.7 | 1 059.8 | 1 |

II. TRAVEL AND TOURISM

Number of International Travellers Entering or Returning to Canada*
(in thousands)

| | September | | | Year to Date | | |
|--------------------------|-----------|-------|----------|--------------|--------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Non Resident Travellers: | | | | | | |
| United States | 3 142 | 3 617 | 15 | 27 967 | 31 238 | 12 |
| All Other Countries | 191 | 257 | 34 | 1 515 | 1 893 | 25 |
| Total | 3 333 | 3 874 | 16 | 29 482 | 33 131 | 12 |
| Residents of Canada: | | | | | | |
| United States | 3 240 | 3 088 | -5 | 29 520 | 29 914 | 1 |
| All Other Countries | 205 | 178 | 13 | 1 893 | 1 847 | -2 |
| Total | 3 444 | 3 266 | -5 | 31 413 | 31 762 | 1 |
| Grand Total | 6 777 | 7 140 | 5 | 60 895 | 64 892 | 7 |

*Excludes immigrants, former residents, military personnel, diplomats and crews.

III. ENERGY

Domestic Sales of Petroleum Products
(cubic metres in thousands)

| | August | | | Year to Date | | |
|--------------------------|--------|-------|----------|--------------|--------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| Motor Gasoline | 3 149 | 3 043 | -3 | 21 758 | 21 653 | -0.5 |
| Diesel Fuel Oil | 1 365 | 1 364 | -- | 9 773 | 9 878 | 1 |
| All Other Products | 2 337 | 2 216 | -5 | 19 578 | 19 098 | -2 |
| Total Petroleum Products | 6 850 | 6 623 | -3 | 51 109 | 50 629 | -1 |

Disposition of Energy(in petajoules: 1 petajoule=10¹⁵ joules)

| | I Quarter | | | Year to Date | | |
|--|-----------|-------|----------|--------------|-------|----------|
| | 1985 | 1986 | % Change | 1985 | 1986 | % Change |
| (i) <u>Refined Petroleum Products Only</u> | | | | | | |
| Industrial | 77.9 | 81.6 | 5 | 77.9 | 81.6 | 5 |
| Rail | 20.0 | 19.0 | -5 | 20.0 | 19.0 | -5 |
| Air | 28.1 | 30.0 | 6 | 28.1 | 30.0 | 6 |
| Marine | 10.4 | 8.5 | -18 | 10.4 | 8.5 | -18 |
| Road, Urban Transit & Retail Pump Sales | 270.4 | 269.4 | -0.4 | 270.4 | 269.4 | -0.4 |
| Residential and Agriculture | 120.7 | 106.7 | -12 | 120.7 | 106.7 | -12 |
| Commercial, Other Insti- tutional and Pipelines | 76.4 | 67.3 | -12 | 76.4 | 67.3 | -12 |
| Energy Use- | | | | | | |
| Final Demand* | 603.9 | 582.4 | -4 | 603.9 | 582.4 | -4 |
| Producer Consumption | 55.3 | 55.2 | -- | 55.3 | 55.2 | -- |
| Non-Energy Use | 53.3 | 67.4 | 27 | 53.3 | 67.6 | 27 |
| Net Supply | 725.1 | 719.5 | -1 | 725.1 | 719.5 | -1 |

*1986 Final Demand to Date = 0.000023 Petajoules per Capita.

(ii) Total of All Primary and Secondary Forms of Energy

| | | | | | | |
|--|---------|---------|-----|---------|---------|-----|
| Industrial | 518.4 | 520.7 | 0.4 | 518.4 | 520.7 | 0.4 |
| Rail | 20.0 | 19.0 | -5 | 20.0 | 19.0 | -5 |
| Air | 28.1 | 30.0 | 6 | 28.1 | 30.0 | 6 |
| Marine | 10.4 | 8.5 | -18 | 10.4 | 8.5 | -18 |
| Road, Urban Transit & Retail Pump Sales | 275.1 | 274.9 | -- | 275.1 | 274.9 | -- |
| Residential and Agriculture | 492.3 | 482.9 | -2 | 492.3 | 482.9 | -2 |
| Commercial, Other Insti- tutional and Pipelines | 369.7 | 365.0 | -1 | 369.7 | 365.0 | -1 |
| Energy Use- | | | | | | |
| Final Demand* | 1 714.1 | 1 700.7 | -1 | 1 714.1 | 1 700.7 | -1 |
| Producer Consumption | 190.8 | 206.3 | 8 | 190.8 | 206.3 | 8 |
| Non-Energy Use | 122.3 | 138.6 | 13 | 122.3 | 138.6 | 13 |
| Net Supply | 2 007.0 | 2 018.3 | 1 | 2 007.0 | 2 018.3 | 1 |

*1986 Final Demand to Date = 0.000667 Petajoules per Capita.

Note: Totals will not agree due to statistical differences.

IV. ECONOMY

1. Price Indices

| | 1985 Nov. | 1986 Oct. | 1986 Nov. | % Change Nov. '86 from Nov. '85 Oct. '86 | |
|-----------------------|--------------|--------------|--------------|---|-----|
| (1981 = 100) | | | | | |
| Consumer Price Index: | | | | | |
| All Items | 128.9 | 134.0 | 134.7 | 4.5 | 0.5 |
| Public Transport | 151.2 | 166.1 | 165.7 | 9.6 | -- |
| Gasoline | 149.5 | 117.9 | 120.3 | -19.5 | 2.0 |

| | 1984 IV Qtr. | 1985 III Qtr. | 1985 IV Qtr. | % Change IV Qtr. '85 from IV Qtr. '84 III Qtr. '85 | |
|---------------------|-----------------|------------------|-----------------|---|-----|
| (1981 = 100) | | | | | |
| Travel Price Index: | 127.4 | 133.7 | 136.3 | 7.0 | 1.9 |

| | 1985 Oct. | 1986 Sept. | 1986 Oct. | % Change Oct. '86 from Oct. '85 Sept. '86 | |
|---|--------------|---------------|--------------|--|-----|
| (1981 = 100) | | | | | |
| Industrial Product Price Index (All Commodities) | 118.8 | 119.2 | 119.8 | 0.8 | 0.3 |

2. Employment

| | 1985 Nov. | 1986 Oct. | 1986 Nov. |
|------------------------------|--------------|--------------|--------------|
| Unemployment Rate: | | | |
| Seasonally Adjusted | 10.2 | 9.4 | 9.4 |
| Unadjusted | 9.8 | 8.7 | 9.2 |
| Number of Employed ('000)* | 11 427 | 11 720 | 11 607 |
| Number of Unemployed ('000)* | 1 246 | 1 116 | 1 173 |

*Unadjusted

3. Gross Domestic Product (G.D.P.) Index
(Seasonally Adjusted)

| | 1985 May | 1986 April | 1986 May | % Change May '86 from May '85 Apr. '86 | |
|-------------------|-------------|---------------|-------------|---|------|
| (1971 = 100) | | | | | |
| Total | 154.9 | 161.7 | 160.1 | 3.4 | -1.0 |
| Goods Producing | 135.7 | 141.7 | 139.8 | 3.0 | -1.3 |
| Service Producing | 167.9 | 175.3 | 173.9 | 2.3 | -0.8 |
| Transportation | 160.9 | 166.9 | 162.6 | 1.1 | -2.6 |

4. Exchange Rate: Canadian Dollar in U.S. Cents
(Noon Average Spot Rate)

| 1985 | | | 1986 | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Dec. 4</u> | <u>Dec. 11</u> | <u>Dec. 18</u> | <u>Dec. 3</u> | <u>Dec. 10</u> | <u>Dec. 17</u> |
| 72.13 | 71.66 | 71.80 | 72.28 | 72.53 | 72.50 |

5. Bank of Canada Rate

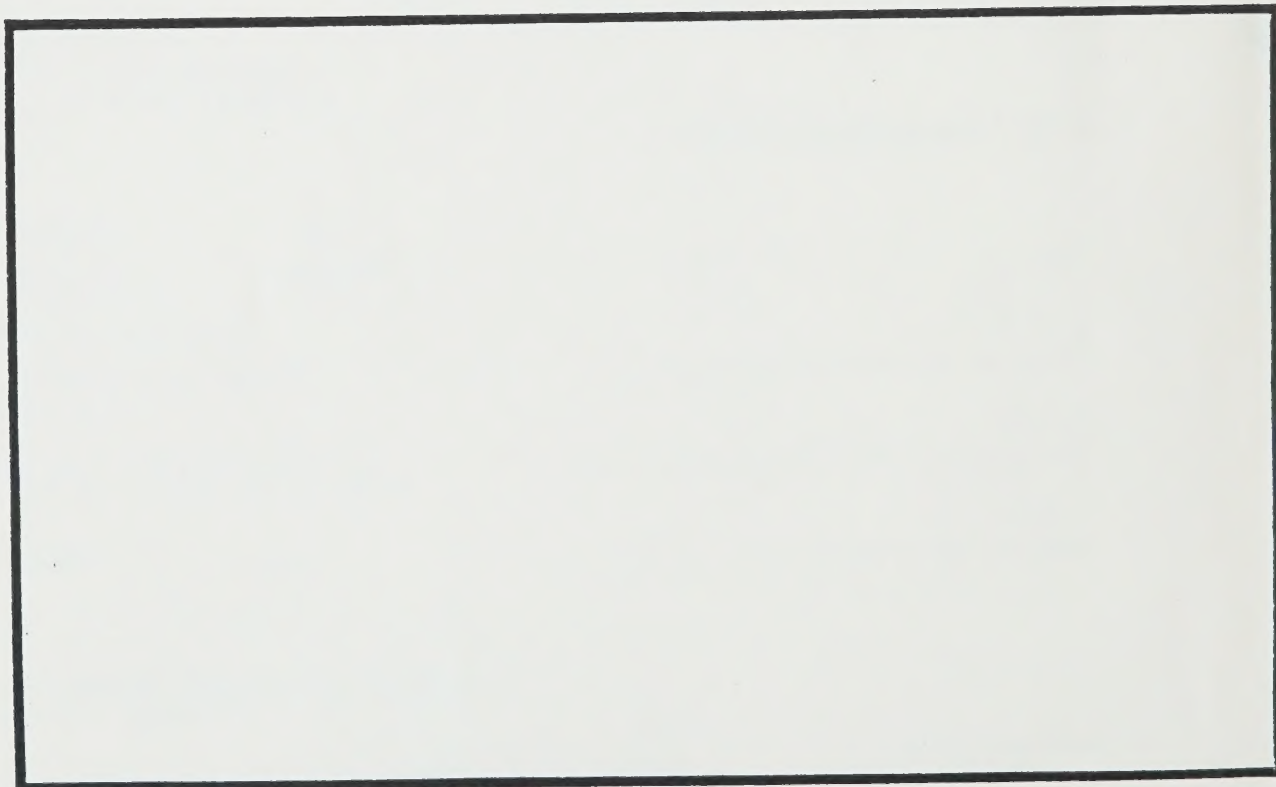
| 1985 | | | 1986 | | |
|---------------|----------------|----------------|---------------|----------------|----------------|
| <u>Dec. 5</u> | <u>Dec. 12</u> | <u>Dec. 19</u> | <u>Dec. 4</u> | <u>Dec. 11</u> | <u>Dec. 18</u> |
| 9.32 | 9.20 | 9.33 | 8.43 | 8.47 | 8.47 |

6. Gross National Product (G.N.P.)

| | <u>1986 I Quarter</u> | <u>1986 II Quarter</u> | <u>% Change</u> |
|---|---------------------------|----------------------------|---------------------|
| G.N.P. (Billions of Current Dollars) | 477.8 | 485.3 | 1.6 |
| G.N.P. (Billions of 1981 Constant Dollars) | 384.1 | 388.2 | 1.1 |
| G.N.E. Implicit Price Index (1981 = 100) | 124.4 | 125.0 | 0.5 |

INFORMATION SOURCES

Statistics Canada, Bank of Canada,
St. Lawrence Seaway Authority, Ports Canada, Transport Canada



Information Systems
Department of Information Systems
University of Toronto, Toronto, Canada

ACCOPRESS

2507

| | |
|-------------|---------------------|
| BFS - RED | BYS - YELLOW |
| BGS - BLACK | BAS - TANGERINE |
| BDS - GREY | BBS - ROYAL BLUE |
| BUS - BLUE | BXS - EXECUTIVE RED |
| BPS - GREEN | |

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